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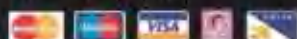
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Picking up the off-road baton

For the true enthusiast, are the latest developments in the pick-up market cause for celebration?

“What do all these models have in common? Well, for one, you are the target customer, as they are all becoming less commercial and far more leisure orientated”

It's funny how these things happen, as it wasn't planned that way. This month, for example, we have produced an issue that has a strong pick-up flavour. As it was our winter preparation issue, we had saved the amazing story of Expedition 7's attempt to drive across Antarctica for this very issue – just to get us all ready for the cold weather! Then we were able to get our hands on Mitsubishi's new L200 for a full off-road test, so that had to be included, and it's an impressive piece of kit that will appeal to more than those belonging to the workers' party. Then, as we were just concluding what was going in the issue, we got a call from Pickup Systems. The guys there had let us know that as soon as it was confirmed, we could be the first to report on the company's new deal to produce the amazing Arctic Trucks pick-up specials in the UK. Well, we couldn't turn down the offer to take a look at what was coming here. And so all of a sudden, we had a strong pick-up content for the editorial. Coincidence? Well, it wasn't actually planned, and it got me thinking.

We regularly bemoan the fact that as new SUVs arrive, they seem to have less and less off-road ability, and that even any 'decision making' needed when driving in difficult tarmac weather conditions is being given to computer algorithms, not the person behind the wheel. Jaguar Land Rover produces some superbly capable off-roaders, but the latest ones, like the Discovery Sport, are also taking a lot of the decision-making away from the driver. Perhaps the Discovery 4 really is the very last of a special breed, and worth you considering a second-hand version as we suggest this month (see page 94). Only Jeep seems to be keeping the belief that there's a future in vehicles with proper off-road credentials, which makes the Jeep Renegade, especially the Trailhawk version, such a significant new vehicle. If that all sounds like a limited future for enthusiasts like us to look forward to when it comes to affordable SUVs that we will be buying in the coming years, then things are certainly a lot different when it comes to pick-ups. We already have the Ford Ranger and the VW Amarok and have reported on just how good these trucks are both on and off the road. Now we have tested Mitsubishi's fifth generation L200 and found it a big step up from the successful original model. Next month we should have driven Nissan's Navara, a pick-up without leaf springs at the rear, can you believe?! Coming soon, a revised Ranger, and then a completely new Toyota Hilux. And what do all these models have in common? Well, for one, you are the target customer, as they are all becoming less commercial and far more leisure orientated and not just aimed at the building site. What's more, they all have considerable off-road ability; crikey, some of them even have low range! It is certainly going to be interesting to see if this trend to make off-road capable pick-ups more SUV-like and user-friendly for the Tesco shop or taking Grandma out to Sunday lunch is reflected in significant sales success. And if you are still not sure about a pick-up ever becoming your off-road weapon of choice, then just take a look at page 44 and the Arctic Truck options that are now available to buy in the UK!

If you have picked up this issue for the first time, here's hoping you enjoy what you find.

Nigel Fryatt, Editor

OFF-ROADING WITH US THIS MONTH



We fly down south this month to follow an American expedition across Antarctica. Time to wrap up warm on page 50



We'd all want a V8 Land Rover, but few actually get given one, for free. Check out one man's good fortune on page 58



Le Mans – off-road style. Alan Coutts follows the action of this amazing French event. It's time to allons-y on page 74

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buggy**



**Anyone
for golf?**

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- Club News
- 4x4 Of The Year preview



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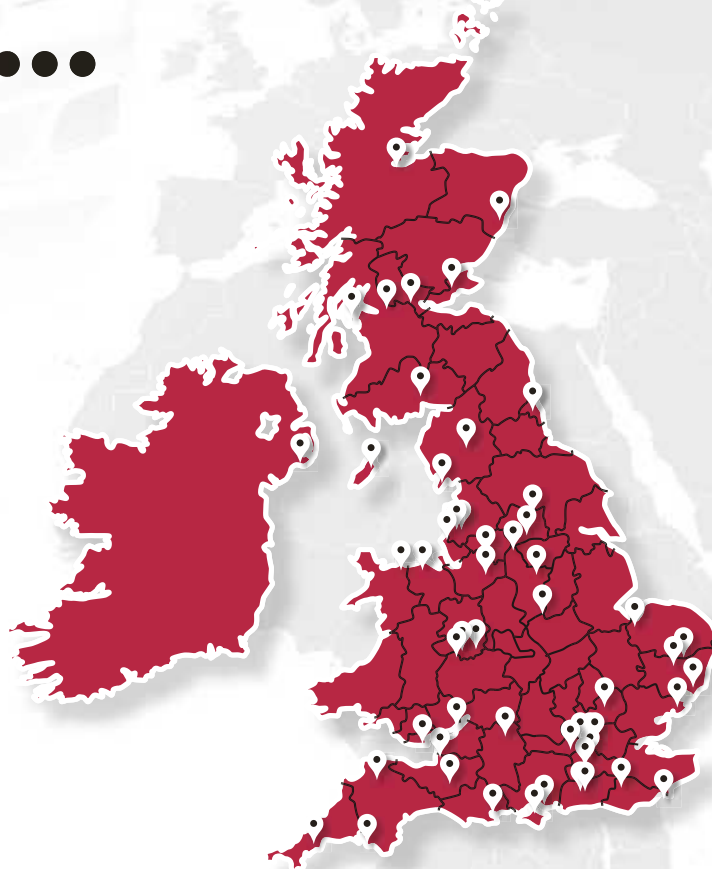
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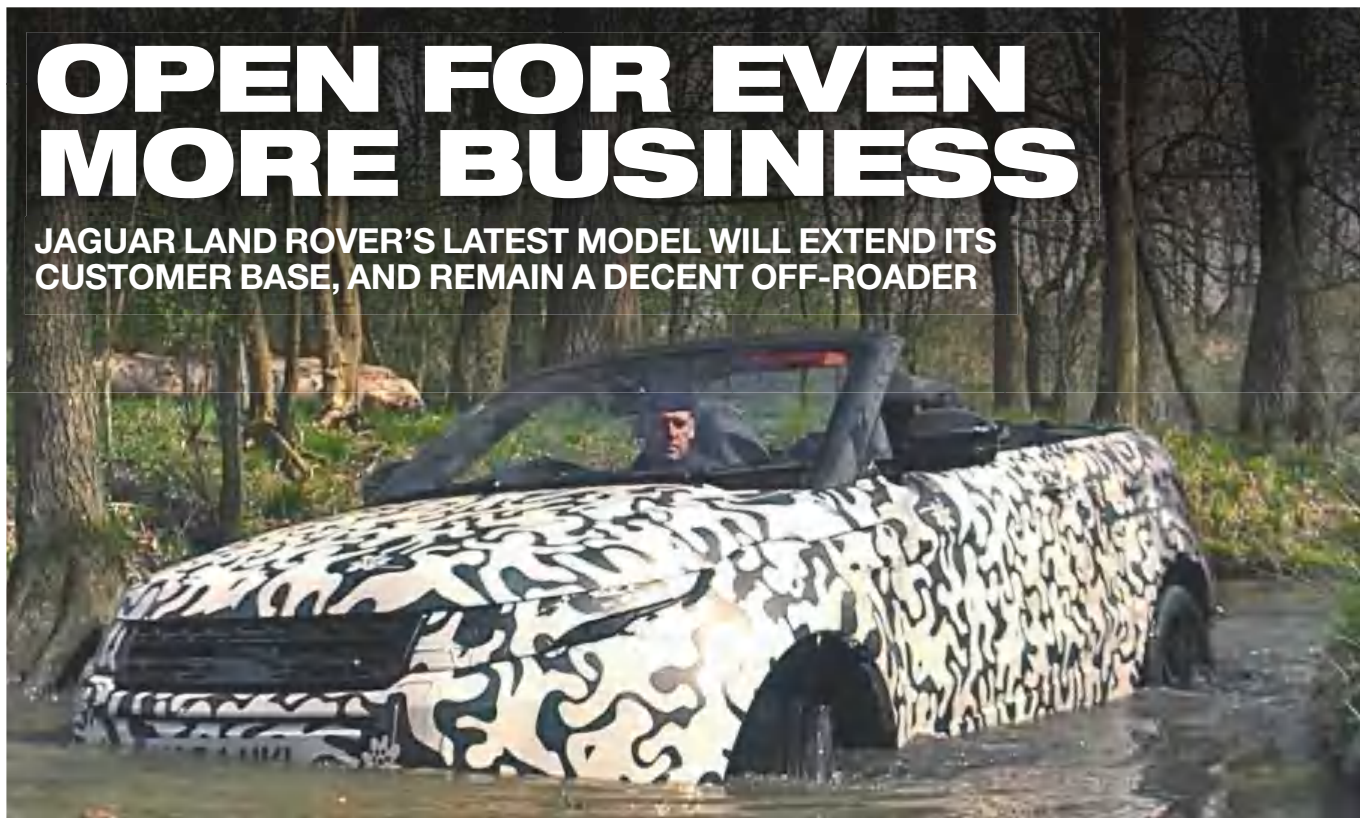
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News & Views

INSIDE THE WORLD OF 4X4

OPEN FOR EVEN MORE BUSINESS

JAGUAR LAND ROVER'S LATEST MODEL WILL EXTEND ITS CUSTOMER BASE, AND REMAIN A DECENT OFF-ROADER



IT IS SOMEWHAT appropriate in the issue when we explain the best ways to prepare your 4x4 vehicle for the forthcoming winter season, that we should be able to show pictures of a new convertible Evoque! Not perhaps for the UK in December, it is nevertheless great to look forward to when the sun returns.

As it happens, you may well have seen the final production version of the Evoque as you read this, as the model is due to be unveiled at the Los Angeles International Auto Show in November – Jaguar Land Rover obviously knows its markets. We received these ‘disguised’ testing shots just before we went to press at the end of October and if you can ignore the visually confusing paintwork, it’s a prototype that is close to the production offering. Perhaps the most intriguing design question that is not answered with these ‘spy’ shots is just what happens to the roof system when folded. Indeed, will it be completely hidden as it appears here?

Looking at the picture above, you have to admit that it is extremely unlikely a convertible Evoque will ever find itself up to its axles in water and mud in a forest in England in the autumn! The shots are actually taken at Eastnor Castle and show that JLR is at least intent on keeping the convertible as a capable off-roader. We do understand that the development of the convertible Evoque

has actually been delayed somewhat, and can only surmise that initial off-road test results could well have been the reason. Modern SUV design involves the creation of a monocoque that has to be light (in JLR’s case, this has been the development of aluminium monocoques) but has to remain strong and rigid. To be brutally simple, cutting the roof, sides and rear from a monocoque will significantly affect its structural rigidity, and leading to the rest of the bodyshell to flex. Now making such an open bodyshell rigid is difficult enough when the vehicle is designed just for the road, imagine how difficult that is when you also expect this vehicle to bump and grind off-road. It’s probably why there aren’t that many convertible off-roaders. An open-topped Jeep Wrangler still retains a significant roll-over ‘hoop’ to keep everything

rigid, as indeed did the original Dacia Duster for those with long memories, yet that still flopped about off-road as if it was made from Angel Delight... From these pictures, the latest Evoque has no such structural ‘hoop’ and will be a true convertible. It will be very interesting to learn exactly how the Evoque’s monocoque has been redesigned to cope. Mike Cross, Land Rover Chief Engineer of Vehicle Integrity, explained: “Land Rover prides itself on being a class leader when it comes to all-terrain capability and the the Evoque Convertible is no different. Thanks to a combination of innovative engineering and the application of advanced technologies, Evoque Convertible will deliver a dynamic and assured SUV experience that has been tested around the world. We call it ‘The Convertible for all Seasons’.”





**OVERLAND
SHOW**
PAGE 22



**NEW L200
TESTED**
PAGE 26



**BEAT
WINTER**
PAGE 30



The company is obviously happy with the results and the Evoque Convertible will be on sale in the UK next spring. As yet prices have not been announced, but you suspect that order books already have some names pencilled in, definitely the SUV that you really will be able to be seen in.

FULLY WIRED

Any readers doing their monthly shopping around the Harrods area of London in October may well have had a sneak preview of the forthcoming Evoque model. A series of wire models of the convertible were produced, and parked in the posh areas of Knightsbridge and Mayfair (pictured below left). Computer generated designs, these models were made from aluminium and were full scale and 3D, including both wheels and front seats. They were designed to show the convertible 'in its natural environment', which is obviously not Eastnor Castle. This impressive promotional programme came from Gerry McGovern's innovative team, as he explained: "The Range Rover Evoque Convertible is perfectly suited to the urban surroundings of a city like London and it's the perfect place to showcase the world's first luxury compact SUV convertible. The locations chosen reflect the refined and luxurious lifestyle of an Evoque Convertible customer."

Not for everyone, perhaps, but JLR still deserve credit for not diluting the Evoque's off-road abilities just to chase the image conscious 'look-at-me' customer. Top down, in the sunshine, it will turn heads, although it will also be interesting to see what it looks like with the roof up on UK roads on a grim, grey, wet and windy November afternoon...



HERE'S ONE BUILT EARLIER...



How timely that this Range Rover convertible should be discovered as the new open-topped Evoque is launched. The 1973 model was converted by Special Vehicle Conversions in the 1980s, and it's claimed that the owner won the vehicle in a card game in the 1990s... and promptly put it in a lock-up as he didn't have any room in his garages! The vehicle has only covered 62,500 miles and was the subject of a £20,000 nut and bolt restoration, so as you can see from the pictures, looks in superb condition. If you are quick you will be able to see the model at the NEC Lancaster Insurance Classic Car Show at Birmingham on 14-15 November, where Silverstone Auctions will be looking for a new owner. It is expected that the Range Rover convertible will be sold for between £35,000-£40,000.





HOGMOG HEAVEN!

FORGET THE CHEESY Coca Cola Santa Claus truck that is undoubtedly going to be on our TV screens as we roll towards Christmas, and check this out. Now for many, beer and giant off-roaders are two of life's most important ingredients, so this will certainly impress. Produced for the Wychwood Brewery as a promotional vehicle for the Hobgoblin branded beers, it was designed and produced by graphics manager Mike Butterly and colleague Lee White of the commercial vehicle bodybuilder the Bevan

Group. Upfront, under those stunning graphics, sharp eyes will have spotted a Mercedes-Benz Unimog. It's not there just for show either, since the massive truck and trailer combination will spend a lot of time touring country shows and the like, where getting on and off grassy fields will be a breeze for the Unimog. The combination has been christened the HogMog and not surprisingly took home the Livery of the Year Trophy at this year's Motor Transport Awards!



TOYOTA'S TACOMA TALES

WE STILL DON'T have full details about the new Toyota Hilux, and as we have said it will need to be good to match up with the latest offerings from the likes of Mitsubishi and Nissan. However, Toyota in the US has now unveiled an action-packed promotional campaign for the new Tacoma, which as America's best-selling, mid-size truck is what we will get over here badged as the Hilux. Saatchi & Saatchi's Los Angeles office has produced the "Let's Go Places" themed promotion, which 'encourages play in the great outdoors'. As with other manufacturers, the aim is to attract leisure buyers who are into BMX racing, dirt bikes, ATVs, snowboarding and snowmobiling. The promotion will comprehensively use all social media outlets like Facebook, Twitter, and Instagram with 'action-packed' videos. You can see more, and get a sneak preview of what we might expect with the Hilux by going to: www.toyota.com.



NENE'S NEW WEBSITE

NENE OVERLAND NOW has a completely new website and online shop, and it's well worth a visit. The site actually has over 200 vehicles for sale, and if you still think Nene is a Land Rover biased operation, a quick look will soon change that opinion, since there are a great collection of Jeeps and assorted Japanese pick-ups on offer. It also shows that the company offers various operations, like Waxoyl rustproofing, servicing, tuning, and bespoke builds for fast road and full expeditions. As Parts Manager, Peter Kiggins, explains: "We carry a massive range of parts and accessories just to keep our own workshops going, so it makes sense to add them to the online shop. We also have a huge inventory of take-off and used parts that we've amassed over the years, many of which are impossible to get hold of elsewhere. We're going to be continually adding to the shop." The site is clear and easy to navigate so take a look, and make sure you have your credit card with you as you'll need it! www.neneoverland.co.uk

TRUCKMAN NEWS

WE REPORTED A few issues ago that Auto Styling Truckman had taken delivery of a new Mitsubishi L200 pick-up, prior to the official launch, so that they could produce a new version of the company's successful truck tops. Well, the L200 is now on sale (full first test on page 26) and the Truckman Top Grand Hardtop is also now available. The hardtop sits flush with the L200's cab, has a new tailgate handle with lock cover, protecting the lock from dirt and road grime. It can be supplied in all L200 colour codes, making sure that it doesn't look like an 'add-on' but an OE product. It can be incorporated into the L200's central locking system, which is a bonus,

has a heated rear screen and automatic interior light. A pair of 55kg roof bars also offer additional storage and carrying ability. The truck top costs £1591 (inc VAT) and is available from www.autostylinguk.com.

Business is certainly brisk at Auto Styling Truckman and looks set to increase with the appointment of Martin Egginton as international sales specialist. The aim is to double turnover to a whopping £19m. This will be possible as the company has now opened its extended premises in its new £2.6m headquarters and production facilities. All very impressive, and underlines just how important 4x4 pick-ups will be in the coming years.



4X4 OF THE YEAR 2016

NEXT MONTH WE have our massive group test of the top 4x4s available in the UK, to find the very best 4x4 Of The Year 2016. We look at hardcore off-roaders, the plethora of SUVs now on the market, and the top of the range Prestige models. This year, we tested them at a great site, which included the usual mud and ruts, but also sand and rocks, with the obligatory water splashes to keep the photographer happy. We have awarded class winners as before, and come to a unanimous decision as to what makes this magazine's 4x4 Of The Year 2016. Unanimous? Exactly, we were all surprised as well. The next issue is actually cover dated our special Winter edition, so order your copy now or to make sure you never miss an issue, why not take out a subscription? Full details on page 86 of this issue.



DONINGTON OFF-ROAD SITE OPENS

BETTER KNOWN AS a motor racing circuit, for both cars and bikes, Donington Park has had an off-road course in the past, but nothing much to shout about. It seems, however, that things have changed as the venue now has a completely new all-weather operation all terrain course, that has taken some four months to construct. It is claimed to be a challenging but non-damaging track for all 4x4 and all-terrain vehicles. The course has actually

been designed by Vince Copley of Protrax Overland Adventures and Havenfine Trading, in association with Donington Park Racing Ltd. It's an environmentally friendly course, with recycled concrete being used from the demolished Leicester City Council building and rocks imported from Bardon Hill Quarry. The site has various gradients, with rock climbs designed to resemble a dried up river bed, log roads, corkscrew side slopes, a water filled

wading ditch, axle twistlers and 'elephant' footprints. All are included to test suspension, tyres, electronic traction aids and stability control systems. People interested in making a booking to hire the Donington Park All Terrain Course should contact Hannah Nicholas on 01332 519526 or hannah.nicholas@donington-park.co.uk. For more information on events at Donington Park visit: www.donington-park.co.uk.





BORIS THE HYBRID

MAYOR OF LONDON, Boris Johnson, was the guest of honour at Mitsubishi Motors UK headquarters for the launch of the latest versions of the successful Outlander PHEV hybrid. The picture shows Boris with Mitsubishi Chairman and CEO Osamu Masuko and Managing Director Lance Bradley. The model fits with the Mayor's initiatives for the ultra-low emission zone in London and his aim to have more plug-in sites in the city. Mitsubishi also claims the new model range will create additional new job opportunities over the coming three years. These jobs will include a network of sales people with the skills in understanding the low emission technology of these vehicles, and the financial benefits this can bring an owner. The new Outlander range, which is now in its third generation, also includes a diesel version, is the first execution of Mitsubishi's new SUV design direction that is called the 'Dynamic Shield'. The exterior styling was first revealed as a concept at the Paris Motor Show 2014 and has sold 1.28 million units since its introduction.



SUZUKI'S IGNIS CROSSOVER CONCEPT

THIS BRIGHT YOUNG thing will be unveiled at the Tokyo Motor Show and is the Ignis-Trail Concept, said to increase the Ignis range to include more 'rough-road ruggedness'. Large diameter wheels and wheel arch extensions are the visual clues and it is claimed to be aimed at the compact crossover market, but as this is being written, there are no further details. It does look a pretty well formed 'concept' and given that Suzuki is building a strong SUV four-wheel drive range, we can hope that this new model may well be about to join in the fun. We hope to have more details from the Tokyo Motor Show in our next issue.

RZR SHARP POLARIS

HERE'S AN ATV that will excite. Polaris has introduced its latest version of the RZR sport side-by-side, the XP Turbo EPS. It has a claimed 0-60mph acceleration figure of under six seconds, which is certainly very quick. Powered by a Polaris ProStar engine, it has 144bhp to power the on-demand four-wheel drive system. Fox Podium Internal Bypass shock absorbers offer great suspension travel and a pretty good ride according to the manufacturer. A stunning promotional video is available on *You Tube*, the RZR being driven by the talented RJ Anderson. The new 2016 RZR is now available to order from Polaris Sport and Leisure Dealers. Call them on 0800 915 6720 or check out the website at www.polaris-britain.com.



And briefly...

► With more than 5300 units sold in September, the Jeep Renegade was the best seller of Jeep's entire range, representing a massive 62 per cent of the brand's sales in Europe and ranking number three in Italy in its segment. September was also Jeep's 23rd month of continuous increased sales success.

► People who don't indicate and those who hog the middle lane top the poll of the 50 things people do that annoy other drivers, according to online gaming site *Mobileslots.com*. Why they need to know we are not sure.

► Honda claims to have produced the first production of a fuel cell powered saloon, called the FCV. It offers a cruising range of some 700km and offers 'exhilarating driving' according to the engineers.



► Hyundai Motor's new compact SUV, the Tucson, has received the maximum five-star safety rating from independent vehicle assessment organisation, Euro NCAP. The model has a Lane Keeping Assist System and Speed Limit Information Function.

► Fuel economy figures quoted by manufacturers overstate real-world mpg figures by an average of more than 37 per cent, according to data collected by business publication for the hire and chauffeur industry, *Professional Driver* magazine. The results are based on tests of some 75 cars, including mid-sized and large saloons, MPVs and SUVs.

► Suzuki has some special autumn offers that include the option of a Vitara SZ4 available for only £148 over a 48 month period. The model is priced at £13,999, and the optional final payment for customers who want to keep their car is £5432. For more details contact Suzuki Financial.

► According to the Society of Motor Manufacturers and Traders, the Mitsubishi L200 was the pick-up retail segment leader this September with a 46 per cent market share. In addition, the launch of the award-winning L200 Series 5 has seen September retail sales increase by 62 per cent, in a sector that is up by just 16 per cent.

4X4 OFF-ROAD QUOTE OF THE MONTH

Around my waist is a climbing harness and a 50-foot rope. If we get stuck and need to get out, we'll tether ourselves to the vehicle

SOURCE: Chris Collard explaining the safety aspects necessary for a driving trip across Antarctica. Follow the full story on page 50

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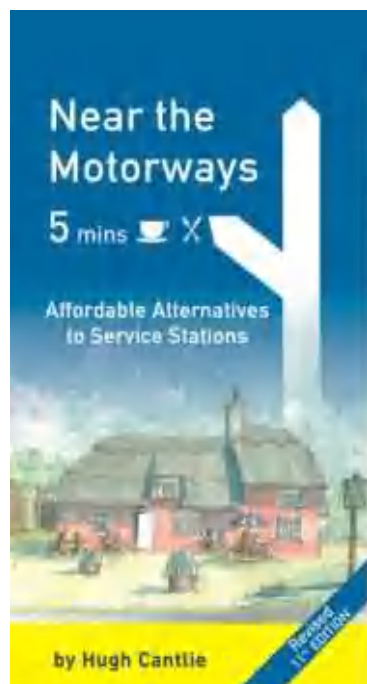
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This new Thunderman Boom is designed for those 4x4s that have a rear-mounted spare wheel, having been designed to clear the wheel yet still give you space to carry your bikes. Originally designed just for the Land Rover Defender, it is now offered with a universal fitting to suit other 4x4s. The boom comes fitted with either a seven or 13 pin trailer plug and socket for rear lights. The standard Boom costs, £129.95, with the universal fitting kit, £169.95. To make sure it will fit your vehicle, give them a call on 01745 360222, or go to the website.

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For anyone regularly travelling on the UK's motorways, having to stop and pay OTT prices for what is often not particularly nice food, is not an enjoyable way to break your journey. But how often do you venture off the motorway to find somewhere better? Well you can if you stick this little book into your glovebox. Near the Motorways describes 'affordable alternatives' to service stations, all within five minutes of the motorway. Author Hugh Cantlie has certainly done all the hard miles for you, and this is actually the 11th edition. The book has neat and simple maps, plus the postcodes of the premises for you to add to your satnavs. Great idea for a Christmas gift, the latest edition is £15.95.

Website: www.cheviotbooks.co.uk

A BLOW FOR 4x4S



A lot of 4x4s have much bigger tyres than 'ordinary' vehicles, plus we regularly decide to alter those pressures depending on terrains! It makes sense, therefore, to have a decent tyre inflator if you are a keen off-roader. Ring has a new Fast Flow Inflator pump specifically designed for 4x4s, which has a twin piston function to deliver the extra power. The inflator plugs into a vehicle's 12v power slot and will inflate a 4x4 tyre to 40psi in around 6.5 minutes. There's a generous 3.5m of cable to allow you to reach all four wheels and the airline is 85cm, which will cope with wheels up to 22 inches. Ring products are available from numerous motor factors, this is specifically available at Screwfix.

Website: www.screwfix.com

BOLT IT DOWN

This head stud kit from ARP has been designed specifically for Land Rover V8 applications; 3.9, 4.0, 4.2 and 4.6-litre. Each kit has all the necessary bolts or studs, premium grade chrome moly nuts and washers together with a pack of ARP Ultra-Torque fastener assembly lubricant. ARP fasteners are designed to exceed the original equipment manufacturer's specification, thereby offering additional strength and durability. There are a range of ARP High Performance and Pro Series fastener kits on the company's website, so check them out.

Website: www.arp-bolts.com



AMAROK HOSE BOOST

Those experienced hose guys Forge Motorsport have taken a look at the growing pick-up market, in particular the excellent Volkswagen Amarok. Claimed to withstand higher pressures and temperatures than the original items, Forge hoses are built to very high quality, as well as being available in three distinct colours; black, blue or red. While the Amarok's a fine machine, underbonnet is somewhat underwhelming so we'd go for the blue or red option! The kit costs £134.36 (plus VAT) for all three hoses, including hose clips. Of course, Forge Motorsport has a huge range of hoses, so check out the website for full details, or call for a chat on 01452 380999.

Website: www.forgemotorsport.co.uk



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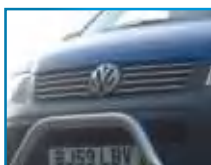
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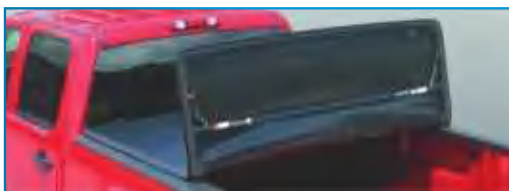
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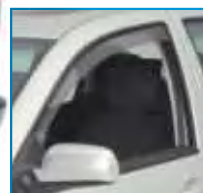


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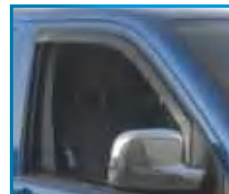
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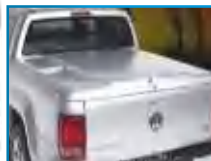
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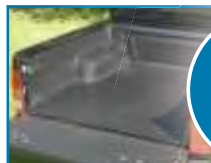
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Fiat fantasy camper

Not perhaps your obvious expedition motorhome manufacturer, but our columnist is much taken by this concept camper from the Italians

This month, I made my annual pilgrimage to the Adventure Overland Show at Stratford-upon-Avon Racecourse – see feature on page 22. It's always a great weekend admiring some of the shiny, new, pristine or ancient trucks that people have lovingly bolted together and modified.

Every year more and more appear from abroad and owners treat it as an annual get together with some trade stands thrown in. It's incredible how much money is spent on these vehicles and how much tender love and care goes into the business of overland prep.

One vehicle that would have made a big impression on the Show and cause plenty of discussion would have been the latest concept from the Fiat factory. Yes, I know Fiat isn't terribly well known for its concepts in the general motoring sector, but recently one of its subsidiaries has come up with a cracker for the overland community.

The Fiat Ducato 4x4 Expedition Camper Show 'van' (wrong choice of description surely?!) is a true one-off – more's the pity – that has been doing the rounds of some big shows – including the Motorhome and Caravan show at the NEC Birmingham. We don't tend to frequent this event, naturally, as it tends not to cater for us hardy 4x4 types, but this year was obviously an exception with this more robust and impressive adventure overland truck on display. I wish I had bowled on up there to take a closer look. It appears



far more aggressive and fit for purpose than some examples at the recent Adventure Overland Show – a highly appropriate place to be admired methinks.

The NEC show was the last stop for the Ducato 4x4, which has been doing the rounds of Europe visiting specialist Caravan shows in Dusseldorf, Parma in Italy and Bourget in France. It has been designed and produced by Fiat Professional, and, as its name suggests, is built on the Fiat Ducato standard camper base, which is a top seller and leader in this sector and the first choice for all European motorhome manufacturers. Fiat tells us that 25 per cent of Europe's motorhome market is accounted for by the camper van segment, so perhaps we can have more tough and impressive 4x4 options please manufacturers.

The Ducato 4x4 is powered by a 2.3-litre 150bhp MultiJet II engine which isn't going to produce any fireworks, but that's not the point is it? It has an extended overhang and higher roof than the standard model, as well as higher ride height, bigger off-road spec tyres and wheels, widened track plus front skid plate and smart LED DRLs, roof rack with sand ladders attached and ample fuel storage area.

The 4WD system is supplied by Dangel and is permanent with viscous coupling – no low range, sadly. The exterior shell is courtesy of



Olmedo, which specialises in adapting vehicles including for off-road use.

Inside it looks immaculate and classy with Technoform design, which also supplies the yachting industry. This concept arrives on Technoform's 50th anniversary – fitting landmark. We love the smart, luxurious driving seat that swivels to become a lounging and dining chair.

Although the Ducato 4x4 expedition is not destined for production as Fiat Professional only builds bases, FP is analysing the market and asks current and potential motorhome users to fill in a questionnaire to show what they want. That can easily apply to you, dear readers, so get online and do your bit – www.FIATcamper.com – someone may take the build on you never know.

In the meantime, just enjoy these pictures and hope that we may see it as a production 4x4 camper down the line... **Hils**



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ADVENTURE OVERLAND SHOW

The Gathering

At the end of a long season of 4x4 shows, the best is left to last: the Adventure Overland Show brings together all that is good in overland travel. Hundreds of multi-marque 4x4s converge every year on Stratford Racecourse where incredible vehicles and top equipment are showcased, and stories plus expert advice are shared

Words and photography: Hils Everitt

It's called the Adventure Overland Show, but, in reality, the annual event held at Stratford-upon-Avon Racecourse is more of a gathering. It's a gathering of adventure travellers who get together once a year to share stories, give and ask advice, compare all the lowdown on their various trucks and kit, and generally have a great time over a weekend in late September.

After a rubbish few months, an Indian summer finally arrived and the weekend was bathed in glorious sunshine for two balmy days. The nights and early mornings were frosty, but that didn't deter the campers, some of whom arrived earlier in the week. The majority, however, trundled up on Friday night in their various trucks and on motorbikes

Above: One of many clubs and organisations on parade were the traditional roof-tent friendly UK-Overlanders

Right: Pop-up tents are all the rage - this smart conversion of a 110 Defender, courtesy of MUD-UK



to take advantage of the long weekend and enjoy the first events.

The 'Show' officially kicked off on Friday night with the first of a packed programme of seminars. The speakers with the honour of launching the festivities were Sam Watson, the organiser of Royal Geographical Survey Overland Travel Workshops among many other things, and 4x4 Magazine's own correspondent Toby Savage who regaled a packed room with their various adventure stories. Throughout the weekend an impressive list of travel writers and highly experienced and well travelled adventurers relived their travels and offered advice and hosted Q&A sessions. These seminars prove very popular every year. This time around they took a step up and were very polished with lighting and sound provided by the TV station 'Land Rovers Live'.

As this is a gathering, there is no central arena like at other 4x4, more traditional, shows. All the entertainment is provided by the trucks themselves, stand holders and visitors. There's plenty on offer – plus on Friday and Saturday nights the beer tent hosts live bands (which on the Saturday had to follow England's ignominious defeat by the Welsh in the Rugby World Cup - the less said about that the better – as screened in the seminar room).

Organiser Tom McGuigan has always encouraged the big beasts to attend and this has resulted in the event featuring some incredible +3500-tonne trucks, including all shapes and sizes from Ivecos, MAN trucks (including a VW Dakar support 'overland camping car'), DAFs and Bedfords and this year was no exception with an impressive array. One that particularly stood out was an unusual brilliant white 'OKA' built in Australia, but with a UK-reg plate and rather '70s Eastern European look to it. Staying with the retro theme there was a LR Forward Control cab bolted onto a rear body the size of a small caravan; and then there were some humongous offerings from our friends abroad in a variety of hues, such as the Mercedes Benz Unimog given the Gekkotruck treatment in Germany – a truly serious piece of kit. Some 'Lanny Doctor' overland magic was granted to an Iveco Daily attracting a lot of attention with its beautifully constructed and designed camper cabin. Another splendid example, built in 1990 in LHD, from DAF was for sale. We don't know whether it changed hands at Stratford, but if you are going to sell your overland truck, then this is the place to do it in the UK. Other notable vehicles that caught the eye were the old Chevy 2500 HD pick-up with an interesting camper conversion on its chassis from Tiger CX 4x4, and loads of demountable pick-ups led by the stylish Bimobile as shown once again by Adventure Overland, based ➤

Above from top clockwise: Smart camper conversion of an Iveco Daily 4x4, as exhibited by the Lanny Doctor; OKA retro camper conversion from Australia looks the part; G-Force in Yorkshire displayed their tough Nissan Navara overland truck; 4x4 Adventure Overland Tours one of many tour companies offering top overland holiday options; need an awning or roof tent? Visit Tuff Trek



MOTOR SHOW

Adventure Overland Show



◀ near Manchester, with many hand-built options at the other end of the conversion scale.

Demountables may have been the trend for the last few years, but the roof tent is still a popular means of providing accommodation on an overland trip, and plenty were on display. A fine collection of Land Rovers dotted about the racecourse sported various roof tents. There were also one or two examples sat atop a line of Toyota Land Cruisers in the TLC only zone. Defenders, however, are now being given the pop-top treatment by their adventurous owners. One smart example was displayed by MUD UK sharing the Coastline Campers.com stand which supplied MUD's 110 with its smart internal storage system. The Overland equipment suppliers were also on hand to provide advice and show off their wares such as West Coast 4x4 Centre, Tuff Trek, XS Sales and Goodwinch, while G-Force displayed its selection of smart alloys to add some chic and durability to any overland truck. There were even canoes for hire by the seminar rooms – bespoke canoe carriers could be the next de rigueur overland accessory.

Once again, the visitors' camping area produced a host of interesting vehicles, including ancient VW Transporters in military green, with various builds on the back of pick-ups and lovely handmade storage systems and camping accessories.

As you'd expect there were plenty of clubs, including the ever-present Camel Trophy team and Jeep Owners' Club, 4x4 Response Teams plus plenty of others camped in groups around their BBQs and stoves. Another step back in time was provided by the presence of a gang of ageing Mitsubishi Delica 4x4s located on the same avenue as the Pinzgauer brigade showing off their bright paintwork; while at the complete opposite end of the showground was a troop of various models from UK-OL (UK Overlanders) in an equally precise parade line up highlighting a wide range of roof tents, trailers with tents and awnings plus some slick kit.

Smart clothing, footwear and headwear were also available as were demonstrations of essential bushcraft skills and plenty of tour companies, including Trailmasters, offering some great 4x4 holidays, including Iceland, Montenegro plus other Eastern European countries, as well as the popular destinations of Morocco, Spain Portugal, The Alps etc.

Another successful gathering then for 2015. The weather was superb, the entertainment top notch, chat and banter as lively as usual with great ale to wash it all down. And more dogs that you can throw a stick at; it's pooch and overland truck heaven. See you there in 2016. **4x4**

Above from top left clockwise:

Adventure Overland in Lancashire with its Bimobil demountable conversion from Germany; tours to Iceland high popular these days, thanks to favourable currency rate; the campsite threw up some lovely old buses- here a G-reg VW Transporter 4WD; big boys section with Iveco Eurocargo from LOLA-TRUCK.com; Blast from Past troop of Mitsubishi Delica 4x4s; our Star of the Show was this Mercedes-Benz Unimog from Gekko Truck - doesn't get much better

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TAKE THE FIFTH

Mitsubishi's fifth generation L200 pick-up is now on sale, but how does it compare with the highly successful previous model? Actually, it doesn't compare at all, it's much better than that...

Words: Nigel Fryatt **Photography:** Wayne Mitchelson

It doesn't take long before it becomes obvious. This is not a mere revision of the highly successful L200 pick-up, but a completely different option. For sure, it's a very different vehicle; and since Mitsubishi claims there are no less than 330 revisions, perhaps that should be expected. Understandably, the manufacturer is particularly bullish about this new model, claiming it is best in class for fuel economy, performance, emissions, manoeuvrability, carrying capacity and, most important for this magazine, in 4WD ability. Job done then? Well, not quite, especially since a lot of the comparison claims made have come before the arrival of the equally new Nissan Navara, and the revised Ford Ranger and Toyota Hilux. What is obvious, however, is that the competition for pick-up vehicle sales has just got significantly more competitive and that the Mitsubishi L200 has certainly elbowed its way right back to the front of the queue. This new model is a major improvement on the previous model in so many areas, and that fact becomes obvious the minute you switch on the (new) engine, select first and take to the road. Those initial impressions are dramatic.

Visually, all pick-up design is rather restricted; three boxes of bonnet, passenger compartment and load area. Mitsubishi created its very own 'new

look' with the series four L200 with the J-curve design of the rear door. This certainly distinguished the model from its competitors and it's no surprise that it remains for this latest version. It does, however, seem a little toned down to us, but the addition of the new side line crease that runs the length of the body is attractive, and different. This line 'extends' from the new headlight design, which has the slant approach (similar to the Amarok and forthcoming Nissan Navara – like a lot of the latest SUVs, designers seem to follow, rather than lead, but there's no denying it is good-looking). The shape of the double cab Barbarian version tested here, allows for the load bed to offer the largest carrying capacity of any pick-up, according to Mitsubishi. This means that with the increased towing capacity, the fifth generation L200 has a combined load bed and towing capacity of 4.1 tonnes.

While the new visuals are pleasing to the eye, it's what is underneath that really matters, and what really impresses the minute you take to the road. There's a completely new all-aluminium (a first in the pick-up market) 2442cc, four cylinder MIVEC turbodiesel engine under the bonnet; lighter than the previous version and with a lower compression ratio of 15.5:1. Power is similar to the old unit, up from 175bhp to 178bhp, but it's the torque that changes the



Top: Smart new design, different enough to be noticed

Above: No Hill Descent Control, but low range allows for controlled descents

character, now a serious 430Nm at 2500rpm (up from 350Nm). Besides a different character, it's also thankfully quieter and smoother on the road. It is said to be a lot more efficient, offering a Combined fuel consumption of 42.8mpg (previously 32.1mpg). This gives the L200 a 'one tank' range of some 685 miles. Emissions too have been improved, the old unit was 233g/km and this new engine is just 173g/km. While acceleration times are not really important in this market, this new engine hustles the L200 to 62mph in 10.4 seconds, which is some two seconds quicker than before. You don't need to be flooring the throttle to recognise that the latest version is a lot more responsive, so much so that we wonder if many drivers will actually ever match that massive fuel range!

The engine has two new gearbox options, both six-speed, manual or automatic. We tested the manual version, which while not the slickest change we have experienced nevertheless had a low enough first when descending the slopes of our off-road course – important as the L200 surprisingly does not have Hill Descent Control (standard on the VW Amarok and Ford Ranger). We would have liked to try the automatic version, although as a six-speed is unlikely to be as ultra smooth as the Amarok's excellent eight-speed option. Gone now is the transfer lever to select four-wheel drive and low ratio, replaced with an electric switch. This worked fine, but the old lever was somewhat satisfying to engage; sadly now on the list of things to tell your grandchildren about, alongside black and white TVs, Bakelite ring dial telephones and the art of conversation.

Ride and handling are transformed with the new suspension set-up. Much bigger shock absorber mounts absorb noise and vibration, which along with the quieter engine reduce cabin noise. Stiffer front springs, a larger suspension stabiliser bar and longer rear leaf springs certainly sharpen up the handling. While an unloaded pick-up has familiar dynamics at the rear, which can make the thing feel as though it is 'hopping' through corners and circumnavigating roundabouts, this affect has been reduced. Handling is closer to an SUV, and the ride better than before. Interestingly, we had a VW Amarok on test at the same time and whether the ride is quite as refined as the Amarok's is questionable. Also, remembering that the forthcoming Navara double cab has actually ditched rear leaf springs, in favour of an independent five-link rear suspension, and the L200 might not be able to claim it has a best in class ride, but it is certainly improved from the previous option.

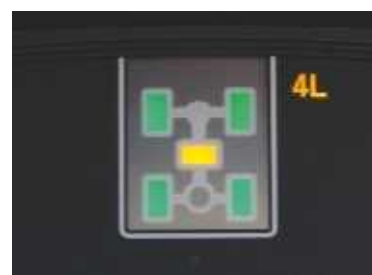
The L200 has the latest version of Mitsubishi's Super Select 4WD-II system, as fitted to the Shogun. This offers 2WD for most tarmac road use (thus helping that impressive fuel consumption figure), plus 4WD High (which can be used on the road to tow). You can switch 'on-the-fly' from 2WD to 4WD at speeds up to 62mph. You can then select 4HLC, which locks the new Torsen-designed centre differential, or finally the low range version, 4LLC. The L200 now has Hill Assist, allowing you to hold the pick-up for two seconds on a hill to stop it rolling backwards. As mentioned, it does not have Hill Descent Control. Active Stability and Traction Control, switches off traction control to allow the driver more control over braking, especially when off-road. It is a good system, as proved when we took the L200 into our test quarry.

Given all these major changes to the L200's mechanics, it's no surprise that the vehicle's interior has been spruced up – as well it needed to be, it must be said. The passenger cabin is now larger, with more legroom front and rear. As we have mentioned before, pick-up manufacturers proudly claim they are making pick-ups 'more SUV like', with Nissan describing the forthcoming Navara as being 'the first crossover pick-up'. Marketing promotional tripe apart, it is very noticeable that things have improved with these comfortable seats (leather covered in the Barbarian spec version). The rear seats also adjust to recline by some 25 degrees. The shape of the side windows have been changed, to offer more light and make the interior appear noticeably roomier.

Fascia design has improved with the central section now including a quality entertainment and satnav screen. The old model used a Kenwood system that always looked like an afterthought addition to us, this time it is designed in, and thankfully has DAB digital radio. The driver's console is remarkably subdued and reminded us of the VW Amarok, no bad thing but it doesn't have any of the flash bells and whistles (or neon blue light!) of Ford's Ranger. The overall affect is a quality, if conservative, interior and one that is likely to prove comfortable on any long journey or a hard day's work.

There are a number of safety technologies fitted to the L200. It has Electronic Brake-force Distribution, which adjusts the level of braking power that is applied, depending on the vehicle's load at the time. The Emergency Stop signal System is said to help avoid rear end collisions by rapidly and automatically blinking the hazard warning lamps, thus warning vehicles approaching behind. It also has Lane Departure Warning, Adjustable Speed Limiter and Trailer Stability Assist.

All these changes apparently took Mitsubishi 28 months to complete, which in today's high-tech CAD/CAM



Above right from top: Gone is the Low Range lever, now it's a simple electronic dial. Low range locks the centre diff

Below: Climbing the dusty rock surfaces did evoke some wheel slip, but the L200's new Toyo A28 tyres appear a good 'all-round' option. Bridgestone Dueller tyres are an option

computer design generation does appear a significantly long time. You must remember, however, that the previous generation, was actually introduced in 2006, and those nine years were matched with very high sales figures, so perhaps there wasn't thought to be any need to rush; a revision would have been possible a lot quicker, but this is all but a completely new vehicle, and therefore took longer to design and produce.

The L200 has always been a tough off-roader, so perhaps the improvement here is not as instantly obvious as we felt when taking the new model onto the road for the first time. As such, therefore, the improvement – and make no mistake it is improved – does not



FIRST DRIVE

Mitsubishi L200 Series 5



◀ appear as dramatic, but it is nonetheless impressive. The new engine's power delivery allows the driver more control when it gets rough, especially when we drove over some rocky climbs that were scarred by quite deep, water cut gullies. This sort of terrain can cause the whole vehicle to rock and roll dramatically, if not carefully traversed, leading you to worry about your passengers' neck muscles as the whole machine bucks and rolls! At least now you have more control, which added to the significant increase in torque, makes traversing tough ground easier; better for your passengers, or more importantly allowing you to keep your load secure while driving across a difficult construction site.

The lack of Hill Descent Control is intriguing, given that competitors like the Amarok and Ranger have this as standard, and that even for an experienced off-road driver, having some additional help on tricky downslopes is a bonus. However, low range first certainly does allow you to

crawl down slowly, under control.

Our test vehicle was fitted with Toyo A28 Country tyres, which didn't look particularly aggressive but coped very well with the different surfaces. We test drove the L200 in an old sand quarry, so we had sand, rock and in places, thanks to some heavy rain, some deep wet and slippery ruts. The Toyos did slip and chirp momentarily on the most severe rock climbs, but coped well across all surfaces and certainly offered suitable grip when back on the road. It was our first experience of this rubber and it looks a good 'all-round' option, especially if you are a working owner looking for a good on/off-road option.

Prices for the latest version are competitive. Back in February this year, the series four L200 Barbarian Double Cab we tested had a CV price of £24,699. Prices for the new models start at £19,749 for the 4Life Double Cab; £20,749 for the Titan Double Cab; £23,049 for the Warrior Double Cab; £23,799 for the Barbarian Double Cab manual, and £25,199 Double Cab

Above: The 'J' line of the rear door remains, but it's the new side crease bodyline that distinguishes the latest L200

Below: Smart, if conservative interior

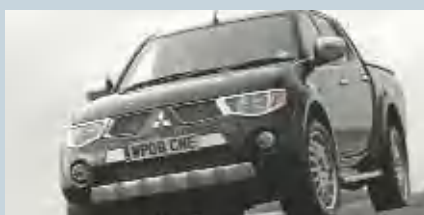


automatic. Benefit In Kind for a 20 per cent taxpayer is £630, and £1260 for a 40 per cent taxpayer. Single Cab versions are due next summer.

So how does the new Mitsubishi L200 stack up in the market? The company is claiming it is best in nearly every significant section you can measure, so should it be top of your list? Well, it's good, in fact it's very good, and a major step up from the existing fourth generation model. We had three other pick-ups with us during our test and it comprehensively trumped two of them, and put up a good fight with the Amarok, which is probably still the more refined option. However, the Volkswagen model is considerably more expensive, and given the company's latest software shenanigans relating to engine emissions, you have to wonder whether this will cease to be on many people's wish lists. Before making a final decision on the best truck available therefore, we would also like to wait until we have driven the new Nissan Navara, the revised Ford Ranger, and the forthcoming Toyota Hilux. What is obvious, however, is that our 2016 Pick-up Of The Year will be one hell of a contest!

We like: Engine; ride; handling; and off-road ability

We dislike: Conservative interior, lack of Hill Descent Control



Clockwise from top left: Mitsubishi's pick-up history; Series 1, 1978-1987; Series 2, 1987-1996; Series 3, 1996-2006; Series 4, 2006-2015. The first model was the Forte in Japan and began life in 2WD format, 4WD arrived in 1982. The Series 2 was the first model to be built in Thailand (as is the latest version). The Series 3 was the first version to carry the 'Animal' logo as a special addition. Since its launch, the Series 4 is claimed by Mitsubishi to have outsold all other pick-ups. A total of 64,000 all series L200s have been sold in UK, and 1.3 million worldwide.

TECH SPEC

MITSUBISHI L200 BARBARIAN

Price (CV list price): £23,799

Engine: 2.4-litre turbodiesel, common rail

Transmission: Six-speed manual or automatic

4WD: Selectable, Low range

Max power: 178bhp@3500rpm

Max torque: 430Nm@2500rpm

Max speed: 111mph

CO2 emissions: 173g/km

Economy: 42.8mpg

Gross vehicle weight: 2905kg

Max towing weight: 3100kg

GOODWINCH LIMITED

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TDS GOLDFISH WINCHES - The Best!



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Upgrade to 10mm x 90' (27.5m) Dyneema[®] Bowrope and aluminium hawse in lieu of wire rope. £145 + VAT



TDS-9.5c Goldfish complete with wire rope, roller fairleads, and a heavy duty swingaway pulley block. 9,500 lbs. Tremendous value at £399 + VAT.

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GOODWINCH commercial TDS-12 Goldfish Waterproof medium speed 254:1 ratio winches for vehicle recovery trucks, trailers and other heavy duty uses.

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Goodwinch Bow '2' Powered High Speed Commissioned TDS-9.5c Challenge winch upgraded by David Bowyer. £599 + VAT.

11mm x 90' (27.5m) Dyneema[®] Bowrope with an aluminium hawse as an optional extra for only £145 + VAT



Goodwinch Bow '2' Powered Large Drum High Speed Commissioned TDS-9.5c Challenge winch giving really impressive results. £794 + VAT.

11mm x 125' (38m) Dyneema[®] Bowrope with an aluminium hawse as an optional extra for only £195 + VAT



NEW - Short Drum TDS-8.5 Goldfish Winch, available as a bare winch with no rope or hawse, in 12 volts for £349 + VAT.

Or with either an 8mm x 100' or 10mm x 75' Dyneema[®] Bowrope and small all hawse for £449 + VAT.

Or as shown in the picture, mounted on a portable Bak Rak kit complete with vehicle harness and Anderson fittings. £549 + VAT.

Also available our new receiver hitch mounting kit. See website for details.



SPECIAL OFFER WINCH & DEFENDER BUMPER full system Deals
TDS-9.5c or TDS-9.5i bridge model, complete with wire rope, roller fairleads, swingaway pulley block, vehicle wiring kit including cut out switch and battery link, TDS Wireless Radio Remote, a pair of swivel recovery eyes and tested shackles, and a standard Defender non air con Bumper.

All for £599 plus VAT (air con plus £10 plus VAT) (normally £719 plus VAT) with Dyneema[®] Bowrope and Ali Hawse £744 plus VAT

We also have special offers for Discovery 1 & 2 and Classic Range Rover

A TDS-9.5i Bridge Model with Dyneema[®] Bowrope and Aluminium Hawse in a Defender Bumper



Goodwinch Limited are professional winch engineers in supplying and converting the TDS Goldfish range of high quality winches to suit a variety of special applications.

There are three different ratios, three motor variants and three drum sizes in both 12 volt and 24 volt. All can be Turbo Power Driven to give amazing line speeds.

David Bowyer and his team have a great number of years experience in winch design. David has been teaching the use of winches and using them for nearly 30 years.

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David Bowyer's Off Road Centre

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TDS GOLDFISH

Waterproof Winches for OFF ROAD VEHICLES



Bowmotor replacement winch motors. Large brushes in brass holders, copper welded commutators, superb quality. In three sizes. Bowmotor '1' 5.5 hp @ 4000 rpm and the longer Bowmotor '2' 8.5 hp @ 5000 rpm. As used extensively in the winch challenge field. New Bowmotor '3' larger again 5" diameter 10" long, 9hp fitted with 8 large brushes. Bowmotor '1' 175mm long 12v or 24v £159 + VAT. Bowmotor '2' 190mm long 12v or 24v £199 + VAT. Bowmotor '3' 262mm long 12v or 24v £275 + VAT.



Land Rover Defender Bumper for TDS / EP9 winches. Non Air Con Special Price £189 + VAT. Air Con Special Price £199 + VAT. For other bumpers and fitting kits please see website.



GOODWINCH Air Operated Freespool Kit complete with valve, solenoids, switch, unions & piping. Will fit all TDS winches. (Requires suitable air supply installed on the vehicle.) £59 + VAT.



TDS rugged DIY Wireless Remote Control System for light duty use. 12 volt only. £39 + VAT.

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GOODWINCH Turbo Power Controller for the serious competition enthusiast. Instant on the fly, 24 volts to your 12 volt TDS winch, or any other Bowmotor powered winch for high speed winch in. Complete with wiring harnesses and in cab switching panel. £199 + VAT.

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Full range of winch spares. Albright and EP sealed solenoids, handsets, quick disconnect fittings, roller fairleads, winch covers, winch kits, winch blankets, pulley blocks, winch hooks, shackles, sockets & handset plugs and other accessories always in stock.

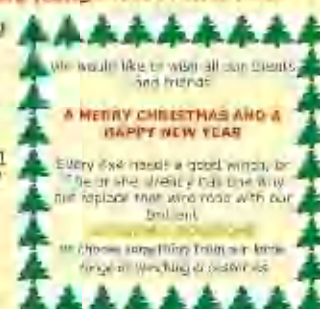


ATV/UTV 2000 & 4000 lb Winches. Both come complete with wire rope, roller fairleads, pulley block & mounting plates. 100's of uses around the home, garage, garden, trailers, portable towball use, caravanning, swimming pool covers, mobility scooters and chairs and of course quad bikes. Available in both 12 or 24 volt. 12 volt ATV/UTV2000 £179 + VAT. 12 volt ATV/UTV4000 £199 + VAT. Either can be upgraded with 5 or 8mm Dyneema Bowrope and Ali Hawse.



A TDS-9.5i Bridge Model with Dyneema[®] Bowrope and Aluminium Hawse in a Defender Bumper

We have BRB bumpers & fitting kits to suit Land Rover, Discovery 200, 300 & series 2,3 & 4 plus Classic Range Rover and P38



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1261 or 1262 or 1263 or 1264 or 1265 or 1266 or 1267 or 1268 or 1269 or 1270 or 1271 or 1272 or 1273 or 1274 or 1275 or 1276 or 1277 or 1278 or 1279 or 1280 or 1281 or 1282 or 1283 or 1284 or 1285 or 1286 or 1287 or 1288 or 1289 or 1290 or 1291 or 1292 or 1293 or 1294 or 1295 or 1296 or 1297 or 1298 or 1299 or 1300 or 1301 or 1302 or 1303 or 1304 or 1305 or 1306 or 1307 or 1308 or 1309 or 1310 or 1311 or 1312 or 1313 or 1314 or 1315 or 1316 or 1317 or 1318 or 1319 or 1320 or 1321 or 1322 or 1323 or 1324 or 1325 or 1326 or 1327 or 1328 or 1329 or 1330 or 1331 or 1332 or 1333 or 1334 or 1335 or 1336 or 1337 or 1338 or 1339 or 1340 or 1341 or 1342 or 1343 or 1344 or 1345 or 1346 or 1347 or 1348 or 1349 or 1350 or 1351 or 1352 or 1353 or 1354 or 1355 or 1356 or 1357 or 1358 or 1359 or 1360 or 1361 or 1362 or 1363 or 1364 or 1365 or 1366 or 1367 or 1368 or 1369 or 1370 or 1371 or 1372 or 1373 or 1374 or 1375 or 1376 or 1377 or 1378 or 1379 or 1380 or 1381 or 1382 or 1383 or 1384 or 1385 or 1386 or 1387 or 1388 or 1389 or 1390 or 1391 or 1392 or 1393 or 1394 or 1395 or 1396 or 1397 or 1398 or 1399 or 1400 or 1401 or 1402 or 1403 or 1404 or 1405 or 1406 or 1407 or 1408 or 1409 or 1410 or 1411 or 1412 or 1413 or 1414 or 1415 or 1416 or 1417 or 1418 or 1419 or 1420 or 1421 or 1422 or 1423 or 1424 or 1425 or 1426 or 1427

A WINTER'S TALE

As the cold weather approaches and El Nino threatens to bring days of freezing temperatures, it's essential your 4x4 is properly maintained and equipped. Rob Hawkins provides a comprehensive guide on helping to make it through the forthcoming snow, ice and short daylight hours



We don't all get the extreme weather of heavy snow, but it always pays to be prepared!



COVER STORY

Winter Preparation

FLUID CHECKS

The essential fluids for an engine become even more important in cold conditions. If the engine's coolant for instance, has been topped up with too much water, it could freeze in cold weather and fracture the cylinder head or engine block. Similarly, if the coolant hasn't been changed in a number of years, its level of protection against cold temperatures may not be so good, increasing the risk of it freezing inside the engine. There are a number of anti-freeze testers available, which cost from £2. They take a sample of the engine's coolant and assess its content, helping to show whether it's capable of withstanding low and high temperatures.

When checking the engine's coolant, look around for signs of leaks, squeezing the pipework and inspecting the radiator. The cold weather can perish rubber pipes, resulting in leaks.

It may sound too obvious to remind people to top-up their windscreen wash, but it could save you three points on your driving licence and a fine. If your windscreen wash is empty and you cannot see out of the windscreen, you can get fined for driving without due care and attention. Don't cut corners with windscreen wash. Use a concentrate and dilute it to the recommended amount for

winter. Do not use washing up liquid as this can block any filters in the windscreen wash system or pipework. Windscreen wash has a much lower freezing point over water and washing up liquid, so it can remain a liquid in cold temperatures. However, the windscreen washer jets can sometimes freeze up in winter, but can usually be cleared by spraying a little de-icer over them and carefully poking a pin through the nozzles. Plus, the heat of the engine usually helps to defrost them.

Other essential fluid checks include the brake and power steering. Brake fluid can be tested in a similar manner to coolant using a dedicated device. This helps to calculate how much moisture is in the brake fluid (it's hygroscopic, so it absorbs moisture) and whether it should be renewed. Check the level in the reservoir regularly to make sure it's between the MIN and MAX markings. The power steering fluid level is equally important, as you may need all the help you can get from the steering if you get stuck in snow.

Finally, perhaps the most important fluid check is the fuel for the vehicle. According to the data collected by the RAC concerning call-outs between December 2014 and February 2015, 12,000 members had run out of fuel! Astonishing.

Above left: If your screenwash is empty and your windscreen smeared, then you run the risk of points on your driving licence

Middle left: Anti-freeze tester from Machine Mart costs £4.19 and checks the freezing point of a liquid such as the engine coolant

Left: MIN and MAX markings are usually displayed on the side of the brake fluid reservoir



TRAFFIC JAMS

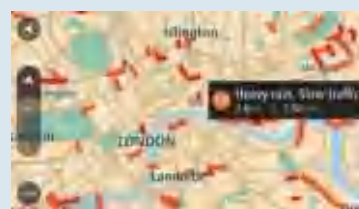
Traffic jams are inevitable in many areas, especially when the weather is against you. Knowing where those traffic jams are may help to avoid them. There are a number of ways to receive up to date traffic information for free. If your vehicle's radio has a traffic alerts button (it may be called TP, TA or AF), it will automatically tune into a local radio station when traffic information is being broadcast. There are also a number of free apps for smartphones, which provide up to date information. The Highways Agency has recently launched a Hands Free Traffic Talker England app, which is available for iPhones and Android phones. This is free to download and use, and is available by searching for the name of the app via Google or a similar search engine.

TomTom's GO range of satnavs includes TomTom Traffic, which provides real-time traffic information that's updated every two minutes. So if

a traffic jam arises on your route, the satnav can calculate a faster route and give you the option to take it. And TomTom Traffic can even take the weather into account, warning the driver about upcoming slow moving traffic due to heavy rain or snow.

It's best to take a precautionary approach to driving in winter. As RAC spokesman Simon Williams explains, "In bad weather motorists can very easily find themselves stranded because of the sudden changes, so it is vital that they take every precaution when setting out on any journey. Checking the local weather forecast regularly and making sure you have the right kit in the car – warm waterproof coat, blankets, boots, a shovel and a fully charged mobile phone – is essential. If the weather looks like it's going to get worse, try to make a sensible decision about how necessary it is you drive in the first place."

Right: Taking bad weather into account along with traffic jam reports allows TomTom's Traffic to plan a route carefully and avoid congestion





HEAT AND AIR CONDITIONING

A quick five minute check of your vehicle's heating system can ensure it's in good working order when you need it. With the engine running, switch the temperature controls to hot and check the air blown through is warm, all the vents are working and all the fan speed settings work properly. Most fans are controlled via a series of resistors and if any of them break down, specific fan speeds may not be available. As for the temperature of the air blown through the heater, this will be dependent on the temperature of the engine's coolant, but should become very warm once the engine has fully warmed up.

If your vehicle has climate control, check the air blown through the vents is sufficiently hot. This electronic system can become problematic on some vehicles, but can often be resolved with a reset using diagnostic equipment. If your vehicle has air conditioning, this can be just as useful in winter as it is in summer. It can help to remove condensation from the interior, so it's worth running frequently and having it checked and topped up every one or two years.

Some vehicles have a pre-heater installed to enable warm air to be delivered to the interior before the engine has warmed up. This is often in the form of a small diesel powered heater. Some Range Rovers have them installed in the nearside front corner of the engine bay.

VISIBILITY

Condensation can become a major problem over winter, resulting in steamed up glass when driving with a car-full of people and water drenched windows (or frozen if it's really cold). Air conditioning will help to remove the condensation, but if you don't have this fitted, there are a number of anti-fog products that can be applied to the insides of the glass to keep moisture away. Rain-X's anti-fog solution can be applied to the inside of glass to prevent moisture settling onto it. We've tested a number of these anti-fog products and they

really do work, although they need to be applied every few months.

A similar product that helps with visibility is a rain repellent. This can be applied to the exterior of a vehicle's windscreen and even the side windows to help disperse water when driving at speed (usually 40mph or more). The glass needs to be clean and dry before the rain repellent is applied. It doesn't get rubbed off by the windscreen wipers and in most cases, seems to last for a month or two before it needs to be applied again.

Right: Rain repellent is applied to the exterior of the windscreen and side glass, allowing water to run off when driving the vehicle

Far right: Anti-fog solutions can be applied to the inside of a vehicle's glass to stop it misting up with condensation



BATTERY

A flat battery is one of the most common causes of broken down vehicles, especially over winter. And there are two main reasons why the battery usually fails. First, it has a greater demand put upon it from headlights, wipers and heaters. Second, the colder the outside temperature, the lower its capacity, which makes it harder to start a vehicle and more work for the engine's alternator to recharge it. There are all sorts of figures for how much the performance of a battery drops according to temperature. We spoke with DMS Technologies, who produce Varley Red Top batteries. They explained the reason for a battery having a lower capacity in colder weather is down to the simple rule of physics and the movement of particles. In the case of a battery, the colder the temperature, the slower the speed of the electrons, which means it has less capacity. This doesn't always mean it has a lower voltage, just less cold cranking amps, which is essential to start an engine and provide power. If you are changing your vehicle's battery, DMS

recommend looking at the cold cranking amps rating (CCA), which is measured at -18 degrees centigrade when the battery measures 10 volts across its terminals.

Always check your battery is in good working order. If the battery isn't fully sealed, unscrew the plugs and make sure the plates inside are fully covered – top-up with distilled water, not tap water. A hydrometer can be used to check the specific gravity of the battery's fluid, indicating whether it needs to be recharged. An automotive battery and alternator tester can be used to check the state of the battery and test the output from the alternator. Laser's battery and alternator tester costs around £10. After checking the battery, the tester can be disconnected, the headlights switched on for a couple of minutes, then the tester can be reconnected to check for drain of power.

Don't forget the straightforward maintenance, such as clean terminals for a good connection – apply some grease over them to reduce corrosion.

Top left: Testing the alternator helps to ensure it's recharging the battery. This tester from Laser Tools costs around £10 and also checks the battery **Middle left:** Laser Tools battery tester helps to ensure the vehicle's battery can survive a harsh winter **Left:** Corroded terminals on this battery can reduce the power supply, so it's worthwhile keeping them clean and protected with a little grease

COVER STORY

Winter Preparation



BULBS AND LIGHTING

Winter usually means a vehicle's lights are used more often, so there's a greater risk of blown bulbs. Carrying a spare set is a legal requirement in some European countries, but not in the UK. However, it's worthwhile carrying some spares and it's also worthwhile knowing how to change them and having the necessary tools on board. Screwdrivers, Torx bits and even plastic trim tools may be just as essential as a spare set of bulbs.

Possibly the most important bulbs you need are those for the headlights and in winter especially, good visibility from the headlights is essential. So if your headlights have turned opaque, there are a number of solutions. Repair kits are available from the likes of Rain-X, but some people have successfully managed to remove the milky finish on their headlights using T-cut, furniture polish and even wasp killer spray!

Right: Headlight restoration kit from Rain-X costs £19.99

Left: Milky covering at the top of this headlight can often be removed with a headlight restoration kit



WINTER TYRES

Winter tyres are made of a compound, which reacts better at temperatures below 7degC, offering much better grip – normal 'summer' tyres effectively harden-up in the cold, therefore offering less grip. The tread pattern is also different with deeper 'sipes', which are the grooves on the tyre edge. These are designed to ensure more snow is caught in these grooves, which helps to improve the grip because snow sticks easily to snow! Think of it like rolling a snowball and building a snowman...

As Dave Dineen, UK 4x4 Sales and General Tyre Brand Manager at Micheldever Tyre Services Limited explains, "Whereas a normal summer tyre is designed to disperse water quickly and the tread is designed to keep itself clean, a winter tyre is designed for the rubber to be more supple below 7degC and when there's snow on the ground, the tyre is designed to hold the snow."

Dave goes on to point out that some all terrain tyres have a similar tread pattern to a winter tyre, but they usually don't offer the same flexibility when cold. The same applies with many tyres that have the M+S symbol on the sidewall, which stands for mud and snow. Unless there is a

symbol that looks like three mountain peaks, the tyre is not classified as a winter tyre. However, Dave has found some tyres, such as the latest all terrains from BFGoodrich, have the winter tyre symbol on the sidewall.

In most cases, it would be better to choose a suitable tyre for winter according to the intended use. If you are travelling abroad, then a winter tyre may be essential (see our advice elsewhere in this article). If you are mainly driving off-road, then an all terrain tyre would be better, but if you are spending most of the time on the road, then a winter tyre would be more suitable. This is where matters can get complicated. In some cases, a winter tyre will offer better grip in cold conditions, and decrease braking distances on cold wet roads, but it may be less suitable off-road. Our best advice is to speak to a tyre specialist to see what can be fitted to your vehicle, but be prepared to discuss the merits of winter, mud and snow, and all terrain tyres. Take it from us, however, once you have experienced winter tyres on your 4x4, you'll never want to go back. The differences in grip and braking distances when the temperature drops – regardless of whether any snow actually falls – is simply astonishing at times.



Dave Dineen of Micheldever Tyre Services Limited explains, "When it's below 7degC, winter/cold weather tyres provide far greater safety margins"

Useful contacts

4Site: www.4site4x4.co.uk

Black Circles: www.blackcircles.com/tyres/winter-tyres

Micheldever Tyre Services Limited:

01926 816820

www.southamtyres.co.uk

My Tyres: www.mytyres.co.uk/winter_tyres

ATS Euromaster: www.atseuromaster.co.uk/tyres/winter-tyres

National Tyres: www.national.co.uk/information/winter-tyres.aspx

Toyo Tyres: www.toyo.co.uk



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SNOW CHAINS AND SOCKS

Snow chains must be carried in many countries (see Driving Abroad) during the winter months, but are not a legal requirement in the UK. However, they are very useful for a variety of reasons, as Nick Massey of Polar Automotive Limited, who sells snow chains (snowchains.com) explains, "European driving holidays are not the only reason to buy snow chains, when it's icy or snowing in the UK we have customers who would not be able to get out of their drive without chains - it's certainly easier to fit chains than to clear the drive. We also have a lot of people who need to get to work whatever the weather like vets, doctors and tradesman and even in the summer months we have campers, motorhomers and festival goers who buy snow chains to get them out of the mud."

There are several disadvantages for snow chains. They can be a fiddle to fit, especially if you have a four-wheel drive vehicle and want to fit them on all four wheels. In Europe you are only required to have one pair of chains on board, although it is popular with rear wheel drive cars (which tend to perform particularly poorly on snow/ice) to get a second pair of chains or socks for the front wheels. Nick recommends to, "check your vehicle handbook and ideally with an expert too, because some vehicles require chains to be fitted to the rear, while others only the front - and getting it wrong can cause serious damage."

When the snow runs out and you return to tarmac, the chains should be removed to reduce the risk of damage to the chains and the road, which means more time at the roadside. The vehicle shouldn't be driven faster than

30mph with snow chains fitted, but if conditions dictate the need for chains you shouldn't be driving faster than that anyway! Clearance can be a problem if there isn't much space between the tyre and the wheel arch or suspension - standard snow chains for 4x4s protrude by 16mm and by 9-12mm for a car. Sporty cars tend to suffer this more than the average vehicle, but many 4x4s are also restricted. This means the choice of chains you can fit is reduced and tends to get more expensive.

One alternative to snow chains is to use snow socks, although they don't offer as much grip as chains and in countries where chains are legally required in winter, you won't necessarily get away with socks as an alternative. However, they are more intuitive to fit, lighter, smaller to transport and cheaper - a pair of snow chains generally costs between £100 and £150, whereas snow socks sell for around £50.

"Socks are surprisingly popular given that a chain is more robust and gives better traction," says Nick. "We put this down to the price along with the intuitive nature of fitting them. They do tend to get a 'Marmite' response, some people love them, some people hate them, but the latter group is in the minority, possibly a result of bad luck, poor fitting/driving or unrealistic expectations. Personally I can fit a chain quicker than a sock - to be fair I've had plenty of practice, but there are now chains with advanced fitting systems, which make it quite easy (e.g. the Thule Easy-Fit). You tend to pay a premium for these systems, but if you haven't fitted a chain in 10 years, you may find the technology has come a long way."

Snow chains from Polar Automotive generally cost between £100 and £150 a pair



Snow-socks are not as robust as chains, but are often quicker to fit



Snow socks cost around £50



Useful contacts

Polar Automotive Limited
01732 360638
www.snowchains.com



These snow chains from Polar Automotive are supplied in a carry bag, enabling them to be easily stored in a vehicle, which is a legal requirement in some countries

DRIVING ABROAD

According to the AA, there are a variety of rules and regulations concerning whether winter tyres must be used during winter months. Germany for example, requires all cars to be fitted with winter tyres or all season tyres when conditions are cold. In Finland, tyres with M+S marked on the sidewall must be fitted from December to the end of February. Switzerland doesn't enforce the fitting of snow or winter tyres, but if a vehicle is not adequately equipped to travel through snow and this results in a traffic jam, you could be faced with a fine.

The minimum tread depth is also greater in many other countries. Whereas the UK stipulates a minimum tread depth of 1.6mm, Austria and the Czech Republic require a minimum depth of 4mm, and Sweden and Slovakia state 3mm.

Several countries including Austria, Bulgaria, France, Germany, Italy, Norway and Switzerland all

require snow chains to be carried in a vehicle during the winter months and used when local signs or road conditions dictate. Snow socks are not counted as an alternative to chains, although you may get away with it depending on conditions, or the mood of the gendarme on the day.

Nick Massey of Polar Automotive Limited, who sell snow chains and socks, was in France last Christmas when the snow fell fast and many of the roads to the ski resorts were blocked. "The gendarmes were turning people away with snow socks during last Christmas' traffic mayhem, but we have had plenty of customers at other times who have opted for socks and not had a problem. What I say to customers is if you can fit a chain for a reasonable cost, do that as you cannot be fined or turned back for a lack of chains, only if no chain is available or affordable should you really consider socks."



Snow chains must be carried during the winter months in a number of European countries. Check the AA's website before your trip



WINTER TUITION

There are a variety of driver training courses available, which cover driving in bad weather and some dedicated courses that cater purely for winter conditions. Driver Skills Ltd offers winter driving courses from £179 using your own vehicle, which include half a day's one to one tuition with a DSA approved advanced driving instructor, covering topics such as skid avoidance methods, maximising traction, aquaplane avoidance and defensive driving techniques.

Land Rover Experience Scotland offers a winter driving techniques course for £105, which includes tuition and driving one of their vehicles. The next course takes place on Saturday 28th November at Land Rover Experience, Butterstone Loch, Dunkeld, Perthshire.

Land Rover Experience Scotland run winter driving courses at a truly superb venue

Useful contacts

Driver Skills Ltd
01904 400194
www.driverskills.com

Land Rover Experience
Scotland 01350 727720
www.scotland.landroverexperience.co.uk

STUCK IN SNOW

The idea of being stuck in snow in a 4x4 seems less likely, but it's nevertheless a good idea to carry a compact shovel to help dig you out, a few carpet tiles for extra grip or even some dedicated traction tracks. However, it's probably not the ability of your vehicle that will let you down in snow, but other people's vehicles. Consequently, you may become stuck in queueing traffic and may have to sleep in your vehicle or abandon it. Even a light flurry of snow can seemingly gridlock most UK towns nowadays. Warm, waterproof clothes, suitable footwear, food, drink and a compact foil blanket are some of the essential items to carry on board. If you can dig someone out of trouble, then that compact shovel will come in useful along with some carpet tiles, or you could put your own vehicle to the test and use a tow rope.

There's a never-ending list of items that can be carried to help cater for all possible problems associated with bad weather. It's possibly easier to think about the problems that can arise, such as getting cold. Losing communication because your mobile phone's battery has gone flat can be resolved with an in-car charger lead and also a compact mobile battery pack that can recharge a phone and similar devices.

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Left; The premium range of Modular seating from Exmoor Trim gives unrivalled levels of comfort and support with the iconic look of the Modern LXV Defender. Available in bespoke tailored Leather finish from the Exmoor Trim "Signature" range.

ELITE SEAT MK2

Right; Showing the Elite in Tartan Stitch. High grade Automotive Nappa Leatherette and perforated panels with black, red, green and contrasting white stitch.

THE NEW PUMA FRONT SEAT

Left; Exmoor Trim's own version of the Puma seat. Available as a single seat left or right hand and in the factory trims; Denim Twill (imaged) Black Span Mondus and XS Black Rack Half Leather. Can also be made to order in the "Signature" range.

THE NEW **E-Sports**

Right; The NEW Exmoor Trim Sports seat available in Black Leather Match Vinyl with White Stitch, Black Leather Match Vinyl Black Stitch, XS Black Rack Half Leather and Diamond XS (Imaged) all have the seat runners fitted and a seat riser with 3 adjustment settings ready to bolt onto the Defender seat box also all these come with seat heaters built in.

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Right; The set includes all fittings for only £54.00 +VAT

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Left; Exmoor Trim's own version of the Premium seats (pairs) available in Diamond XS, XS Vinyl White Stitch, the factory trims, XS Black Rack Half Leather, Full Black Leather, Ebony/Pimento, Ebony/Tan and the Ebony/Lunar contrasting leathers.

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DRIVING IN SNOW

Any fun element to driving in snow soon wears off when you're in slow moving traffic that struggles to climb an icy hill. Suddenly, the threat of an accident in snow due to losing control of the vehicle isn't actually as great as another vehicle sliding into you.

The website 2pass.co.uk has some helpful advice on snow, explaining, "The first fall of snow is very dangerous if the roads have not been gritted. Once gritted, there should be enough grip for careful driving, but it's when snow becomes compacted and refrozen overnight that the greatest care must be taken. Un-gritted roads will become impassable by most vehicles and even gritted surfaces can remain extremely slippery." Of course, a lot of roads throughout the UK never actually get gritted at all.

There are a number of techniques that should be followed when driving in snow. Heavy braking should be avoided, even if you have ABS and other safety features. If the wheels lock up under braking on snow or ice, it can be very difficult for the ABS to back off the brakes enough to be able to allow the tyres to grip again.

While most people recommend changing down the gears to reduce the speed of the vehicle, this can cause the differentials to lock and have a similar effect to stamping on the brakes. Instead, try gentle braking along with changing down gear and matching the revs of the engine to avoid locking up the diffs.

Simon Hastelow of Nene Overland has some useful advice, explaining, "Many 4x4s will already be riding on tyres with more aggressive tread patterns than normal road cars, which may help in some conditions, but it does not make you invincible. You can help forward progress in low-speed slippery conditions by reducing the pressure in your tyres, just as you would with soft sand or mud. It will increase the contact surface area and improve grip. You should also consider carrying snow chains and other recovery equipment. The excellent TRED recovery tracks double up as useful snow-shovelling devices when not being used for extra traction."



TRED recovery tracks can be used for extra traction in snow, plus they're useful for snow-shovelling

ICY MISTAKES

When the temperature drops overnight, a vehicle can quickly become frozen, resulting in several potential problems and disasters. We've already discussed the problems that can arise if the engine's coolant doesn't contain a sufficient quantity of anti-freeze (see the section on Fluid Checks). However, problems on a cold morning can often start with the dilemma of trying to open the doors. The locks and handles may be frozen over and even the condensation around the door can freeze it to the body of the car. If this happens, try using a can or bottle of de-icer to melt the ice.

Once you've got inside your vehicle, do not attempt to wind down the windows, especially if they are electrically operated. The frozen moisture on the glass will overwork the window winder motor (known as the window regulator) causing it to burn out and stop working.

If the windscreen, rear screen and side windows are covered in frost and ice, clear them with de-icer, or run the engine and allow the interior to warm up before scraping them clean. Do not use hot water to melt the ice because this may cause the glass to crack.

WINTER BREAKDOWNS

The winter puts many of your vehicle's components to the test and when they fail, it's more than likely going to be when you're on the road, or about to set off from home. So what are the most common breakdown problems? We spoke with the RAC, who collated some data on call-outs between December 2014 and February 2015. The most common problem, which totalled roughly 170,000 call-outs, concerned a fault with the battery. As the RAC explains, this figure was "Up five per cent compared to autumn because colder temperatures and infrequent use of vehicles over the Christmas break reduce a car battery's ability to hold a charge. In addition to this, there is more demand on the

battery in winter months with heaters, heated screens, heated seats, lights, screen washers and wipers being used more. The region for the most battery fault call-outs was the South East with approximately 20,000."

Second on the list for call-outs was an engine fault with some 90,000 breakdowns, which can cover problems such as HT leads breaking down on petrol engines – more common in cold weather. The old favourite of a flat tyre and the need to change a wheel accounted for roughly 70,000 call-outs, and there was an additional 30,000 call-outs where no spare wheel was available (e.g. vehicles with run-flat tyres). Electrical faults also accounted for roughly 30,000 call-outs.

WINTER ACCESSORIES



ELECTRIC INSOLES

PRICE: £99.99

Where from? Primrose
Tel: 0118 903 5210
Product Code: CF0506
Website: www.primrose.co.uk

These rechargeable remote-controllable insoles have three separate time and heat settings to help keep your feet warm. They are thin enough to fit in most shoes and boots and can be trimmed if required. Recharging is completed via a micro-USB socket and a full charge can provide heat for up to 4.5 hours.



FOLDABLE SNOW SHOVEL

PRICE: £17.99

Where from? Slingsby
Tel: 0800 294 4440
Website: www.slingsby.com

Carrying a shovel in your 4x4 may help to dig you out of trouble, especially when it snows. This plastic foldable shovel can be stored in the boot and when used, it extends to 75cm.

WINTER DRIVING KIT

PRICE: £23.99

Where from? RAC Shop
Tel: 0115 841 4016
Website: www.racshop.co.uk

This winter kit should dig you out of trouble and has been discounted from £29.99 down to £23.99 until the 29th February. It includes a snow shovel, high visibility vest, foil blanket, a wind-up torch, 500ml of de-icer, one litre of screen wash and an ice scraper with a mitt.



WINDSCREEN FROST AND SUN SHIELD

PRICE: £9.99

Where from? The AA
Product Code: AA106
Website: http://shop.theaa.com/store/car-accessories

This is a dual purpose shield that protects your car windscreen from ice in winter and keeps your car cool in summer. It's easy to fit and its universal size means it can be fitted to most vehicles. With an easy pop-out action, it's supplied with suction cups when fitted inside.



PHONE POWER PACK

PRICE: £9.99

Where from? Currys
Product code: 112146
Website: www.currys.co.uk

If you can't rely upon your vehicle's battery to recharge your mobile phone (e.g. the battery has failed and you are stranded), then a separate power pack may be the answer. There is a wide range of power packs. The one shown here is known as the PNY T2600 Portable USB Battery Charger. It's small and can provide one full charge of a mobile phone.

SNOW GRIPPERS

PRICE: £4.79

Where from? Machine Mart
Product code: 040110048
Tel: 0115 956 5555
Website: www.machinemart.co.uk

These shoe grippers are ideal for snow and icy conditions. Each one fits underneath the front of a shoe and is secured with an adjustable strap. There are seven studs on each gripper, which help to dig into snow and ice to reduce the risk of slipping. Made from rubber and steel, they are lightweight and can fit onto a range of shoe sizes.



TRAVEL BLANKET

PRICE: £5.99 OR TWO FOR £8.99

Where from? The AA
Product Code: AA109-1
Website: http://shop.theaa.com/store/car-accessories

This super soft, machine washable travel blanket is made from 100% polyester. It's compact when rolled up, so it can be stored under a seat or in the boot.

LED HEAD TORCH

PRICE: £7.19

Where from? Machine Mart
Product code: 010813165
Tel: 0115 956 5555
Website: www.machinemart.co.uk

Clarke's CTH4AAA Superbright head torch has 19 long-life high intensity LED's, four operation modes, an adjustable head strap and a tilting headlight. It's water resistant, so it will withstand a rain shower, but won't survive if you go swimming with it. Power is supplied by three AAA batteries (not included).





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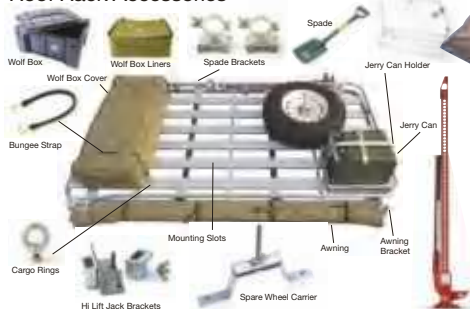
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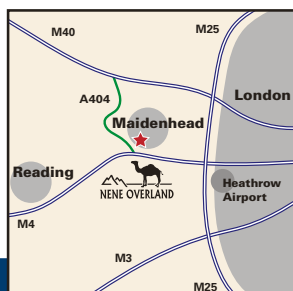
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THE ICE AGE COMETH

Prepare to get very excited indeed; Arctic Trucks vehicles are now being built officially in the UK, courtesy of Pickup Systems Ltd in Lancashire.

You can now be the proud owner of the first conversion to hit our shores: the Isuzu D-Max AT35, the first of many superb modifications

Words: Hils Everitt **Photography:** Hils Everitt, PUS Ltd

Arctic Trucks (AT) is a company very familiar to us here at *4x4 Magazine*. We have featured several Icelandic adventures with its Top Gear Hilux trucks and assorted highly modded Land Cruisers over the years. Indeed, even this month we have our Adventure feature on an American Expedition 7 team's drive to the South Pole using just these vehicles (see page 50). In bringing Arctic Trucks vehicles to you, however, we've had to travel to Iceland; no hardship, naturally, but that is about to change.

One of the Arctic Trucks top models is the 6x6 Toyota Hilux modification, which has made numerous trips to the

Antarctic in support of scientific research and extreme sporting events. Back here in the UK we were lucky to drive a derivative of that modification as designed and built by Pickup Systems Ltd (PUS), based near Burnley in Lancashire (see last April 2015 issue) as a bespoke fire truck for emergency services with possibilities for the utility market in general. Pickup Systems Ltd's managing director John McGauley has long been keen to work with Arctic Trucks on officially bringing the AT 6x6s into the UK for utility purposes. PUS also wanted to get involved in the production of other AT models and the very good news is that the deal has been struck: you no longer have to

travel to Iceland to drive an Arctic Truck.

The Hilux 6x6 model will not materialise until the 2016 Hilux appears here in the UK sometime next year, but what we can reveal is that a far more accessible Arctic Trucks modification is now available in the UK, built by PUS. That vehicle is the Isuzu D-Max AT35, which is hoped will be sold through Isuzu UK dealerships. PUS is awaiting full Isuzu Europe backing. Couldn't be easier; ordering and delivery through your local dealership and PUS will build that vehicle to the AT blueprint.

Lorne Stoddart (Business Development Arctic Trucks) played a major part in bringing the deal together: "We chose to work with PUS on D-Max

Above: Arctic Trucks superb D-Max AT35 conversion available in the UK

as the company has a close working relationship with Isuzu UK (International Motors) on specialist vehicle projects and John had the vision and belief the Arctic Trucks product line would be successful in the UK market. Additionally, PUS is a young and growing company, and reflected much of what Arctic Trucks looks for in a partner."

PUS's extensive relationship with Isuzu UK is illustrated by its modification programme that produces bespoke pick-ups for various power suppliers, fire and other emergency services, plus other commercial users and utilities. "They are more popular now with these clients because of their fuel efficiency, towing ability and power," explains John. That popularity in the commercial sector is great for PUS business, and now the partnership with Arctic Trucks on D-Max will see John's team expand into the leisure sector.

"In Norway and Iceland AT builds highly bespoke trucks for private clients," says Lorne, "and that will be very much the intent in the UK for customers who request it, if options are required in excess of the standard Isuzu accessory programme.

"We are a big business, modifying over 1000 pick-ups per year with OEM support and have waited a long time for the entrance into the UK market, and are very excited about talking to and meeting new clients and opening the next chapter in the Arctic Trucks story."

New clients are already lining up to order their D-Max modification kit, thanks to word of mouth and the inevitable 4x4 grapevine. What those new clients will be getting is a mouth-watering prospect. The pictures in this feature tell a story and illustrate how impressive the D-Max appears after the AT treatment. Most obvious is the increase in ride height and more aggressive stance which is attributed to



Top from clockwise:

A 30mm body and 20mm suspension lift courtesy of Fox with coil-over IFP at front and IFP smooth body shock at rear

Right: A range of smart accessories are on offer

Below: Highly popular abroad, D-Max AT35 is expected to sell well here

35in tyres - in these PUS prototypes in Utah spec - supplied by Yokohama Geolander A/Ts in 315/70 R17 size, plus 30mm body and 20mm suspension lifts. Ground clearance is increased by 83mm to a whopping 318mm over standard D-Max with approach, departure and breakover angles also considerably improved.

The suspension system is supplied by Fox. At the front the D-Max is damped by 2.0 Performance Series Coil-over IFP with 5/8in hard chrome-plated heat-treated alloy steel shaft and large diameter, heavy-duty spherical bearing and race-developed high-flow piston design. At the rear we have the 2.0 Performance Series IFP smooth body shock with quiet nitrile rubber, which allows increased articulation. Standard off-roading prowess is pretty impressive for the latest D-Max model, but the AT/PUS makeover sends the Isuzu truck to a whole new level. ➤



THE 4X4 VISIT

Pickup Systems

◀ This conversion produces a significantly lower ground pressure, achieved through a larger tyre footprint. Mean Maximum Pressure (MMP) value, assuming a laden weight of around 2500kgs, is around 195Kpa for the standard production model, but is now 145Kpa for the AT35. That amounts to a 25 per cent decrease in pressure, which will feed directly into the mobility of the pick-up truck. The 35in larger tyre footprint improves traction for braking, cornering, side slope performance, as well as better grip and rock climbing ability. Driving on sand is also improved through the subsequent flotation characteristic.

The D-Max's wider track improves on- and off-road stability and cornering prowess, while also improving rollover angle and means the truck can lift out of existing ruts to break new ground and reduces sidewall damage. Of course, you can improve things even further by reducing the tyre pressure when required in off-road situations. There are also improvements in all off-road angles: approach is 36deg as opposed to 30deg in the OEM version and departure 28deg instead of 22deg.

"Overall, in an off-road situation compared to the OEM D-Max the customer should find improved speed across terrain, reduced fuel consumption with increased recovery incident intervals," adds Lorne. And you get all this from a street-legal road 4x4 that the customer can use every day. It certainly adds an extremely cool element over the standard D-Max that

actually looks a reasonably smart pick-up in the first place.

So that is the modification info, but it doesn't stop there. Naturally, with the increase in tyre size from 255/65 R17 to the 315/70 the D-Max's speedo is recalibrated to handle the 12.5 per cent decrease in revs per mile, the 33 per cent increase in sidewall height, a 14.3 per cent bigger circumference, the 23.5 per cent extra width and 14.3 per cent increase in diameter. To put that into context, 20mph speedo rating translates to an actual speed of 22.87mph or at 65mph it's 74.32mph.

Those large tyres are wrapped around smart Arctic Trucks 17x10in alloys that sit beneath modified wheelarches and wheel housings to accommodate that oversized

rubberwear. Other neat cosmetic attributes are painted fender flares, modified sidesteps, Arctic Trucks mudflaps; all standard on the kit. Options you may want to add are front and rear protection bars, loadbed ROPS, Truxedo loadbed rolling cover, loadbed liner, underbody protection, plus winch and recovery equipment. As for the interior, that is standard; exactly as it came off the production line.

John's team at Pickup Systems Ltd is building the trucks to the official Arctic Trucks blueprint – sadly we can't bring you any specific details of the procedure, they are trade secrets, quite rightly, but we can tell you that there are adjustments to the A posts and wings and all homologation testing has been done in the UK; the factory drive train

Below: PUS 6x6 Hilux prototype; the official AT 6x6 will be available with the 2016 Toyota Hilux

Bottom: What a difference an AT35 conversion makes...





warranty is maintained and there is a full guarantee on the AT modification. You, basically, order your Isuzu D-Max at its price for whatever cab style you wish, then pay less than £10,000 plus VAT for the conversion, plus any of the options, or any others that you may fancy, and be delivered a magnificent, road legal D-Max AT35 that will get you anywhere you so desire.

A Pickup Systems demonstration AT35 D-Max made its first official

appearance at the Emergency Vehicle Show at the NEC in late September where John reported strong interest and plenty of enquiries. It seems obvious that the Isuzu AT35 would have excellent attributes for the commercial market, and, of course, military use which is a big part of the Arctic Trucks core business, supplying military specs all over the world. But PUS and AT are very keen to promote this sexy 35inch conversion to the UK leisure market



Top: Conversion available on which ever body style you require

Above right: Accessories available in a variety of finishes; LEDs a popular option

also. "We see it appealing to city dwellers and rural users alike; either for practical purposes or just to be seen in," remarks John.

In Iceland, the AT35 conversion is also applied to the Toyota Hilux and we can probably expect that to be available in the UK once the 2016 model is finally released here to accompany the 6x6 conversion, which may well appeal mainly to the military and emergency services customer. The Hilux AT35 has a suspension lift of 40mm and in some cases that is mated to a body lift. It appeals to hunters, farmers and park rangers and can sit on either 15 or 17in wheels. There is also the offer of the AT37 on 37in wheels with 40mm

THE 4X4 VISIT

Pickup Systems



◀ suspension lift, and 20mm body lift with mods to the steering, brakes and transfer system. Toyota's Land Cruiser also gets the AT35 treatment at the Reykjavik HQ and eight other Arctic Truck workshops in Scandinavia, Europe, Russia, the Middle East and South Africa.

Hilux 6x6 is more renowned for the many Antarctica and global expeditions that have been operating since 2008. Most recent operations include setting up essential fuel depots; the amazing Walking with Wounded expedition in 2013; Expedition 7 – traveling across seven continents in the most challenging terrain, see page 50 – Willis Resilience, a speed record for crossing Antarctica from the coast to the South Pole; and White Ice Cycle where a lone female cyclist rode from the Amundsen Coast to the South Pole with AT44 4x4 and AT44 6x6 Hiluxes in support.

Who knows, PUS may be building vehicles to tackle some incredible adventures for UK clients in the future. In the meantime, PUS will focus on the D-Max AT35, which we expect to be highly popular, and we await further developments on other vehicle fronts as the business develops here in the UK. We are wetting our lips with the prospect of seeing Hilux 6x6s in action here next year.

If, however, the current D-Max AT35, Hilux AT35 or indeed the 6x6, isn't on your shopping list, you can still have some fun as we have had in the past with Arctic Trucks exploring the Icelandic interior driving its incredible overland trucks. Book yourself a flight over there; make your way to Reykjavik and hire one of AT's incredible vehicles for a self-drive adventure – see the website. We can't recommend it highly enough. **4x4**



Top: PUS sees commercial use as well as leisure - soon to be seen on a hilltop near you

Above: D-Max AT35 sets an imposing stance as well as top practicality for commercial use

Left: Variety of top notch alloy wheel options

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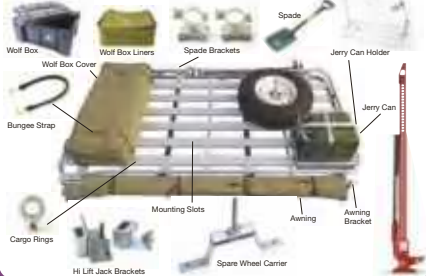
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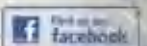
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THE WHITE DESERT

As we consider the colder weather coming in the next few months, check this out. One American team crossed the coldest, driest, and windiest continent on the planet, Antarctica. Here's Part One of their amazing trip

Words and photography: Chris Collard



Beyond the windscreen I can barely make out the edge of the hood; the rest is white upon white. I glance at the thermometer, it reads -25°C, and then at Gísli, my driving partner for the past 12 days. I rub my face and squint tightly in an attempt to infuse blood flow to my eyes. For the last three hours we have been transfixed to a thin track line on our GPS screen, which is zoomed in as far as it can go. Outside is a world of crevasses and snow bridges. The line is our guide, our chaperone, our god, at least for the moment. Without it we stop and wait for clear skies, which could be days. Around my waist is a climbing harness and a 50-foot rope. If we get stuck and need to get out, we'll tether ourselves to the vehicle. We've been traveling for nearly 30 hours straight and are virtually in a state of delirium. Gísli was at the wheel when we entered this bleached hell. When the horizon disappeared I'd leaned out the window in an attempt to locate our previous track and give Gísli hand-signal directions. This had been a futile effort. I've now been driving for 90 minutes and am beat-dog tired. My attention darts from the LCD to the windscreen and back, and I pray for this to be over. This is the White

Desert, Antarctica, the coldest, driest, and windiest place on the planet. I rub my face again and force my eyes back to the screen.

Two weeks earlier, Scott Brady, Greg Miller, and I stepped off an Ilyushin IL-76 cargo plane onto a 12,000-foot runway of ice. The flight was everything we had been warned of: cramped, hot then cold, with an elixir of adrenaline flooding out of the air ducts, washing the occupants with anticipation. The plane was Russian built, the pilots were from its motherland, and there were no windows. It was a six-hour flight from Cape Town, South Africa, to the Antarctic Logistics Centre International air base (ALCI) at Novolazarevskaya Station (Novo), where a Southern Ocean cyclone had grounded all aircraft for the past three days.

We had been given the green light to fly less than 24 hours earlier. It was a "Go" and if the weather closed in on Novo we could have a problem. The Ilyushin had enough fuel to get there and back, but fuel for the back leg was stored in 200-litre drums in the cargo bay. If we breached the halfway point we were committed to land, regardless of weather, on a runway that was not exactly straight, nor was it level. I queried the pending landing with a ➤



Aleutian cargo plane



Novo airfield



ADVENTURE

Driving the Antarctic



Top: The monster truck environment

Left: Minor repairs took longer thanks to the temperature

Below: Thor's Hammer and Camp 72



◀ fellow passenger who had been on this flight more than once. She said, "I wouldn't worry, the pilots sip a few shots of vodka to relax... they do this all the time." I pulled my lap belt tightly to my waist and reassured myself that she was kidding.

We climbed down a long steel ladder and were greeted by Gísli Elisson, Arctic Trucks' Antarctic workshop manager and one of the few people on the planet that could be considered an expert on vehicle-based Antarctic travel. We were the first contact they'd had with the outside world in more than a week and the airfield was buzzing with activity. Ground crews organised loading zones as a forklift loomed calculatedly at bay for its payload like a praying mantis anticipating its next meal. The belly of the plane parted, the loading ramp settled to the ice, and the concert began. Out came pallets of food, barrels of fuel, duffel bags, wooden crates of various sizes and shapes, and Pelican cases bearing 'fragile' and 'keep frozen' stickers. Keep frozen? That didn't seem to pose a problem here. The last item to be offloaded was one of vital importance to our team. It was a bright red four-door Toyota Hilux specially built for Greg and Expeditions 7 by Arctic Trucks.

In the distance we could see a row of structures: brightly coloured shipping containers that had been reincarnated as living quarters, workshops, a communications office, and an upmarket "double-wide" mess hall. With gear piled high, we made our way

to the Arctic Trucks shop for last-minute modifications, fuel, verification of GPS tracks, and a nap. In a few hours we'd turn the wheels south, a trajectory they would maintain for the next seven days.

We were about to embark on the sixth leg of Expeditions 7's trek around the world. Greg, a passionate Land Cruiser aficionado, was fulfilling his dream of driving Land Cruisers not just around the world, but also on all seven continents. He and Scott departed the Arctic Ocean in the northern reaches of Alaska two years prior and had already crossed Europe, Asia, Australia, and Africa. If Siberia had been the tip of the proverbial iceberg, Antarctica would be the 90 per cent that lay below the waterline. There were many uncertainties, and they had spent months on the logistics. The plan was to head due south for approximately 2200 kilometres. If our GPS breadcrumbs were accurate, we maintained an average pace of 25 kilometres per hour, were spared mechanical issues and avoided close encounters with crevasses, the Amundsen-Scott South Pole Station would be ours. The next leg, though ambitious, was optional - push north (an odd term at the South Pole where all compass points are, uh, north) towards the Ross Ice Shelf and western edge of the continent. Time would be of the essence, as this would put us nearly 3000 kilometres from Novo and the season's last flight back to Cape Town... and it wasn't waiting for a wayward clan of Amundsen wannabes.

Post Time: Novolazarevskaya

Latitude: S70°

Elevation: 538m

Temperature: -10degC

The air was crisp and clean, and the skies cerulean blue when we quietly rolled out of Novo. There were no fireworks, banners waving in the wind, or crowds of well wishers - most of Novo's adrenaline reserves had been expended during the departure of a previous group. The morning that we'd arrived, the team from Walking With The Wounded's (WWTW) South Pole Allied Challenge had departed Novo for a landing zone at S87° to meet their support vehicles. Our paths would cross more than once in the coming weeks.

From an elevation of 538 metres we began our ascent toward the continent's centre, an 11,000-foot icecap known as the Antarctic Plateau. If you view Antarctica from space it resembles a stingray with an embarrassingly crude Friar Tuck haircut. The centre is nearly void of definition; a polished white dome with straight-cut, scraggly precipices dangling about its extremities. To the northwest, the Antarctic Peninsula tapers off towards Ushuaia like a spiny tail, and the barb-like Bransfield archipelago protects it from Nord invaders.

We were crossing fields of cobalt blue ice that had been swept clean of snow. Like a river chasing gravity toward the sea, glacial flows eddy and boil, constantly tormented and upturned by forces thousands of feet below. Long fissures develop in the crossfire and are slowly covered with drift snow, forming unstable bridges. They are fairly easy to see on the blue ice, but in many areas they are indistinguishable from the surrounding terrain. Here, venturing off the thin line of the GPS track is risky business. As a safeguard, everyone donned a climbing harness and length of rope. If we exited the vehicle, it was mandatory that we tether ourselves.

This was Queen Maud Land, a fascinating example of Antarctica's

unique geological DNA. Its coast is veiled under a thick sheet of snow and frozen seawater. Sheer spires, sculpted through the millennia by wind, glacial flows, and tectonic movement punctuate the ice cap. We zigged east and zagged west in a southerly direction as the GPS ticked off metre upon metre of elevation gain. Greg, Scott, and I, the newbies, were in awe of the magnificence of our surroundings. The Shcherbakov Range, a line of craggy, reddish-brown mountains drifted by to the west; the Conrad, Wohlthat, and Orvin Mountains were beyond. I imagined that from the air these coastal mountains would appear like a supersized stegosaurus submerged in a sea of white silica sand.

In a particularly steep section my photographic curiosity got the best of me. I was the cinematographer for the trip and the setting mandated a third-party view. I said to Gisli, "I'm going to walk up the hill. Keep going." He shrugged and said, "Use care." I bailed out and began a short trek up the glacier, not knowing what to expect. I'd read of the movement of glaciers, of the fissures that are created as they are slowly pulled away from the heavens. In Greenland I had heard their groans and cries of rage as they were torn apart by the forces of nature. But I'd rarely walked on one, let alone driven. As I hiked to an elevated position my mind was awash with an account Gisli had shared. A tourist had wandered onto a glacier without a safety line, fell through a snow-covered crevasse, and became firmly wedged in a funnel of ice deep below. Walking over this living and animated organism, I could hear it breathe. It was a sleeping lion; one that I hoped would remain quiescent.

Antarctica is unique unto itself. In addition to being cold, windy, and dry, it is also the most sparsely populated continent. Average numbers range from 1000 inhabitants in the winter, to an elbow-to-elbow 5000 in the summer—which pegs the population density meter at 0.00035 people per square kilometre (in the high season). It is a land of extremes ruled by no singular



political influence, rather an alliance of nations in agreement that the continent's resources and untarnished beauty should be fervently protected and preserved. Most who live in Antarctica are involved in scientific research, and the Antarctic Treaty dictates that no mining or military activities are to take place. Another provision the treaty mandates is a pack-it-in, pack-it-out policy. This includes empty fuel drums, trash, and human waste. Everything must be hauled out.

This leads us to our relationship with WWTW. Companies such as ALCI, which manage logistics to the eastern hemisphere, are responsible for ensuring that abandoned vehicles, downed aircraft, and cryogenically preserved corpses are not left scattered around the landscape—a noble policy if one considers the debris littering that lofty peak in the Himalayas. In other words, they can't have a bunch of yahoo explorers venturing off and dying. Accordingly, WWTW and Expeditions 7 were part of each other's emergency plan. Though we hoped we would meet up with them near the Pole under a celebratory light, if we received 'the call' we would respond as needed, regardless of jeopardising the success of our mission. Likewise, if we had a problem, we'd have a platoon of soldiers en route to the rescue.

Below: Novo to Camp 72 through Queen Maud Land

Camp 72: Thor's Hammer

Latitude: S72°

Elevation: 2356m

Temperature: -16degC

Time en route: 7 hrs

Distance: 154km

It was around 2200 hours when we reached Thor's Hammer, our intended camp. The term 'camp' I use loosely, as camping in Antarctica is an exercise in survival. This was our first live drill in setting up the tents, latrine, and mess hall. We were in the land of the midnight sun, which hung at about 30 degrees above the horizon. The sub-zero temperature and thin air were



ADVENTURE

Driving the Antarctic



◀ immediate reminders of our environment. After fumbling our way through setting up the Arctic Oven mess tent, we struck our individual abodes and set about cooking dinner. The first order of business was to prepare water. Being warm-blooded creatures from warmer climes, the concept of having to melt ice for water was a bit foreign. It would quickly become second nature: strike the tents, set up three MSR stoves, prepare water, mix up a dehydrated meal, eat, and go to bed.

After everyone crawled into their sleeping bags I took a little walkabout to set up a camera for a time-lapse sequence. I guessed it was around 0100 hours, as the sun was passing nearly due south. Its rays dispensed a harsh and contrasting light as crisp as the snow underfoot. The area around this camp is considered to be, at least by Gísli, a safe zone. I queried whether it was okay to be out on foot without a tether. His response, "I think okay, not so many crevasses here." As before, I moved slowly and with purpose, using a monopod as a probe and placing each step with care as I made my way up to the base of Thor's Hammer about a thousand metres to the east.

I recited Gísli's dissertation on how to detect a crevasse. Mid-span I paused to survey my surroundings. My lifeline to the world, a small gathering of tents and vehicles, was now a series of distant yellow, red, and orange specks among a sea of white; dreadfully small. It was at this moment, perched alone atop a thousand feet of ice that it sank in. I was in Antarctica, near the southern extremities of the planet, and it was quite possible that my feet rested where no human had trod before. There were mountains in the near distance, but to the south where the sun beckoned lay a vast sea of emptiness, the White Desert. I reflected on my home in sunny California and my wife, Suzanne. We all had wives and families, whom most assuredly supported our decision to come here with trepidation.



The wind picked up considerably and the temperature was dropping steeply; I had ventured far enough.

In the morning, if it could be called so, Greg and Scott checked the vehicles and sorted out our gear while Gísli and I melted snow for coffee and a breakfast of oatmeal and dried fruit. Like a cool sip of water in the heat of the desert, anything warm was a treat. This would become a daily ritual over the next two weeks. I reference 'daily' in a general way, as our schedule would be dictated by several factors: the number of hours before the last plane left Novo, distance to cover, human requirements for rest and nourishment, and anticipated rate of travel. The plan was to travel for 20 hours and rest for 10 hours. Driving shifts would be in four-hour rotations, with off-duty times to be spent managing music selection, keeping the driver awake, or with a jacket pulled over your head in an attempt to sleep. Since camping would be anything but rounds of "Kum ba yah," skewer-roasted marshmallows, and sipping coldies, everyone was on board with the 20/10/4 strategy.

Midday we crossed the tracks of two French skiers who had their sights set on the Pole. Scanning the horizon we searched for anything that wasn't white. Though there isn't exactly a rush hour, there is a rush season. During the next 12 days we'd meet Parker Liautaud, a 19-year-old climate change campaigner who was attempting to set the record

for the youngest person to complete an unsupported coast-to-pole ski trek. And there was British adventurer Maria Leijerstam, who would follow the same route up the Leverett Glacier on a recumbent three-wheeled cycle. Add the WWTW crew and a fuel train sliding its way from McMurdo Station to the Pole, and I could see OHV lanes in Antarctica's future—okay, maybe not for a few more years. Twenty-four hours later we would hear that the French skiers had abandoned their quest due to weather and called in to Novo to be picked up.

Camp 77

Latitude: S77°

Elevation: 3197m

Temperature: -23degC

Time en route: 30 hrs

Distance: 720km

Damn it was cold. We were now camped at 3197 metres and the mercury was continuing to fall. Though I knew better, I tried to light a Jetboil to mitigate the ice build-up on the inside of my tent. It was simply too cold. The thing froze up and rolled over like a petrified penguin, which made crawling out of my cosy -40° Nemo sleeping bag that much more enjoyable. I'd brought the stove along because, uh, I'm lazy, and thought it would be nice to warm up my tent and heat a little coffee in the morning. Though the idea of slipping the frozen fuel canister in my sleeping bag did cross my mind (for about a millisecond), I stowed the unit permanently and resolved myself to the mess hall for the morning beverage.

We would experience our first whiteout this day. About 12 hours into our 20-hour drive, dense fog and blowing snow closed in like a cloak, obscuring the sun and reducing visibility to 20 metres. The scene was eerie, like a milky cloud of swarming white locusts rolling through an already weird dream. Scott and I saw this as a Canon moment: an opportunity to capture some footage. We released our tethers, climbed out, and watched Greg and Gísli fade into oblivion. I glanced at Scott and knew he was mirroring my thoughts, "If these guys lose the track, we're screwed." The radio crackled with Greg's voice and these sweet words: "We've turned around and are heading back on the track, you guys ready?"

While we waited I couldn't help but envision the early explorers of this place once known as Terra Australis, a southern land mass thought to act as the planet's counterbalance for Africa, Asia, and Europe (the Americas were still to be discovered). These guys were tough. They didn't have GoreTex, high-tech boots, or double-layer tents. They also didn't have four-wheel drive vehicles to retreat to when things went sideways. It made me fully appreciate the intestinal fortitude they possessed, ➤

Top: Arctic Trucks shop, preparing for departure and Novo housing shipping containers

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Antarctica's environment is otherworldly. Though South America boasts the Andes, and Asia enjoys the famed Himalayas, Antarctica claims the title for the highest average elevation. It is not the largest continent—it only ranks fifth—but 98 per cent is covered by ice with an average thickness of 3000 metres. It also claims the lowest recorded naturally occurring temperature on earth, -89.2degC.

Aware that we were standing on thousands of metres of fallen snow, and considering annual precipitation on the continent's interior is less than 50 millimetres, begged the question: How did it all get here? The answer was self-evident... it never melts. The limited amount that does fall is blown around until it finds a happy place to rest. Happy is used loosely here as well, as when a snow crystal is permanently planted it becomes party to the evolutionary process of glacier production. If it lands near the coast it will, over the next million years or so, join a bazillion other crystals in their journey to lower elevations and eventually to the ocean. If it parks itself on the polar plateau it will be pressed towards the centre of the earth, condemned to an eternal existence in a sarcophagus of ice.

In the mountain regions and fringes of the plateau, katabatic winds wreak havoc on anything in their path. They develop when air at higher elevations is cooled, becomes heavy, and is drawn by gravity to areas of less dense air. In Antarctica, katabatics can reach velocities of nearly 200mph - enough to upend shipping containers and scatter humans like leaves in the path of a landscaper's blower. Though we would not be blessed with this phenomenon, evidence of their existence was omnipresent. In every direction and as far as the eye could see were sastrugi. When the katabatic winds arrive, predominantly in the fall and winter, they torment the landscape, cutting divots and snow tunnels, and sculpting the ice

into sharp and irregular patterns. They can be up to two metres in height and are the nemesis of the polar traveller. Ernest Shackleton and Robert Falcon Scott wrote of the sastrugi and the difficulty they imposed. For us it was a matter of slowing the pace and choosing a path that was as close as possible to our GPS breadcrumbs.

The storm cleared just in time to strike camp. After everyone turned in, I again stood alone on the ice with my camera. It was calm and clear, and the sun was to the west - about 1800 hours, not that it mattered. It could have been to the south, east, or north, as it barely deviated from its 30-degree declination to the horizon. There was something profoundly peaceful about this environment. Beyond the sastrugi in the foreground it was nearly pool table smooth, a moonscape so flat and expansive I could see the curvature of the earth. I had queried Anna, our German ALCI representative, about maps of the interior. She said, "All you need is a white piece of paper; there is nothing there." Though the casual observer might describe the plateau as bleak and featureless, I found it to be a fascinating world of natural art. Millions of intricately wind-carved sastrugi created a carpet of tactile texture. Drift snow, suspended just a few inches above the surface, swept by like a genie on a magic carpet, and above, the sun glistened off a crystalline orchestra as it played across the plateau. The scale of this world of endless horizons invoked a sense of irrelevance and an awareness of one's frailty.

Camp 83: Fuel Depot and Russian Vodka

Latitude: S83°

Elevation: 2618m

Temperature: -14degC

Time en route: 50 hrs

Distance: 1401km

There were few 7-11 corner stores along our route. In fact, there weren't any. We'd not seen a Starbucks, McDonalds, KFC, or Taco Bell yet. It

was magnificent. Fuel stops, however, were required at least once during each driving session. The first would be a remote fuel depot at S83°. Arctic Trucks, which is based in Iceland, has spent decades perfecting the art of polar travel. Our two vehicles, an AT44 and AT6x6, ran on Jet A-1 fuel with two-cycle oil added for lubrication. Each was fitted with extended-range fuel cells (280-litres and 600-litres respectively), and carried additional 200-litre fuel drums in the bed (we had six total). With a combined reserve of 2080 litres and an average fuel economy of 48-litres per 100 kilometres (about 5.1mpg) for each vehicle, we had a range of approximately 2100 kilometres. Regular stops included transferring fuel from the drums to the vehicles via a 12-volt pump. We would also require two refuels while en route to and from the South Pole.

We arrived at Camp 83 to be greeted by Andre, a Russian national and the camp manager. The extent of the facility was a few tents, an open-air latrine dug into the base of a snow pile, and that was it. In the distance were thin marker posts lined up across the ice and another airstrip. If you've ever wondered why Antarctic travel is ungodly expensive, it's because everything has to be flown in. If a product is needed in the interior it must also be flown to that location and airdropped. Andre and his team of four would spend three months in this remote outpost to support the season's few expeditions. The day prior to our arrival, 208 barrels had been pushed out of the tail of the Ilyushin and parachuted to the airfield. Andre's crew was in the process of collecting the payload and burying it under a few feet of snow for future retrieval.

We stepped into their mess tent; it was warm and smelled of coffee and herbs. Sleeping cots lined the sides, and wooden planks provided a solid floor free of snow and ice. They shared hot bowls of solanka, a Russian soup of sausage, potato, and spice, and we sipped coffee and talked about the weather. Chatting about weather is not simply small talk to pass time, as it is relevant to what work can be done and when. Andre received a report from Novo that conditions looked favourable for our next leg to Camp 89, where we were to rendezvous with the WWTW crew. I pulled out a bottle of Captain Morgan and shared it with our hosts. They produced a small container of Russian Vodka, which we politely sampled; except for Greg, who doesn't drink and graciously abstained. It was an odd mix for breakfast, or dinner, or whatever mealtime it was, but what the heck? After a nap we made our way out to the fuel depot, dug up a few drums, topped up the tanks, and headed south, of course. **4x4**

Part Two in next month's issue

Below: Camp 83, fuel depot, Russian tent, Russian crew, preparing water



FREE TO A GOOD HOME

Any Land Rover 90 with a factory-fitted V8 is a rare machine – so how would you feel if a total stranger gifted one to you? Strange things do happen...

Words and photography: Paul Guinness

Followers of Land Rover history will remember the 1980s as a crucial decade for the Solihull-based marque. This was the era when the stalwart of the range – the good old 'Series' Land Rover – was finally usurped by a new range of coil-sprung models. And it was the decade when the Range Rover, unfairly neglected for the first 10 years of its life, suddenly received the attention and upgrades it had always deserved.

Just as crucially, Land Rover would end the '80s with the launch of the first-gen Discovery, paving the way for the company's current success in the family-orientated SUV market. But

what's all that got to do with the Land Rover 90 featured here? More than you might think, even ignoring for a moment the fact that there's a hefty V8 lurking under its bonnet. (I'll come back to that later.)

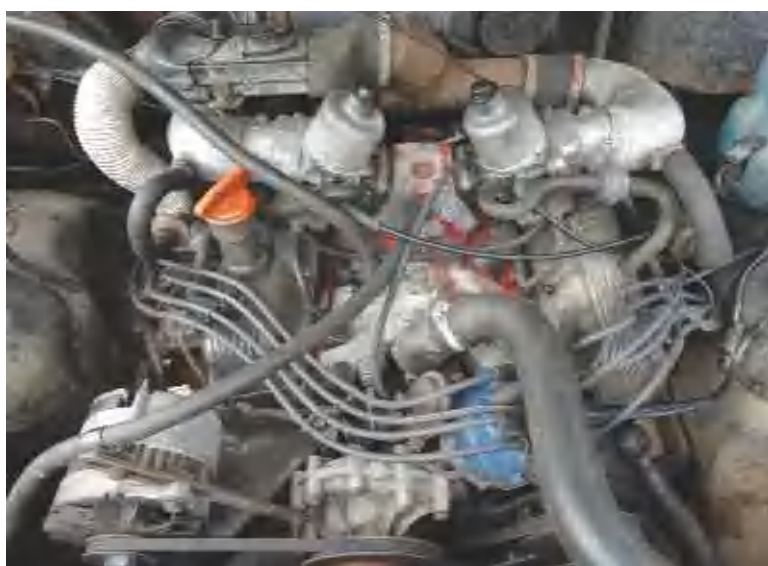
This, you see, is a Land Rover County – a name that appeared soon after the debut of the 110-inch model in 1983, followed by the 90 version in '84. And although it was essentially the same as any other Land Rover 90/110 where it mattered, particularly in terms of off-road ability, the County was different enough in other ways to be a genuinely significant new model.

Until the arrival of the Discovery in

1989, the County would act as the family-friendly Land Rover. This had become an increasingly important sector, with the '80s seeing new arrivals that managed to combine comfort and refinement with car-like equipment levels and more than a modicum of off-road ability. Newcomers like the Mitsubishi Shogun and Isuzu Trooper began to prove popular, leading Land Rover to press on in earnest with a crucial new model to fill the void between the company's traditional line-up and its Range Rover flagship.

In the meantime, the Land Rover County models did a fine job of bridging that gap. They looked smart on the





TAKE YOUR PICK

The County proved to be a popular buy, with the vast majority of sales split between Land Rover's latest 2.5-litre diesel lump and a similar-capacity petrol engine. But there was another alternative for anyone who didn't fancy an oil-burning County – and it came in the shape of Rover's legendary 3.5-litre V8. Despite using a low-compression version of that hugely iconic engine, the new V8-powered Land Rover offered a healthy output of 114bhp at 4000rpm, with the all-important torque figure coming in at 185lb ft (at just 2500rpm). By 1986, those figures would be increased to 134bhp and 187lb ft respectively.

The Land Rover 90 shown here (wearing false plates in accordance with its owner's wishes, but normally a C-reg model) dates from 1985, and is

Top: The County graphics are original, and distinctive

Left: The important bit is under the bonnet – now who doesn't want a V8 Land Rover?

outside thanks to their body-coloured wheelarches (normally left black on the standard 90s and 110s), alpine-style rear windows and eye-catching side graphics, whilst the addition of extra on-board goodies helped to satisfy the cravings of family buyers. Inside, for example, was full-length headlining and attractively trimmed cloth seats, with tinted glass adding an upmarket touch. Oh, and you also got a rear wash/wipe for the first time on a 'proper' Land Rover, adding to the County's all-round convenience.

Commercial and basic passenger-carrying versions of both the 90 and 110 continued, of course, with the County aimed at buyers with a touch more to spend – and who might otherwise head off in a Japanese-built SUV. The 4x4 market was usefully

extended as a result, with the County appealing to a wider customer base and offering decent value. By 1985, for example, a long-wheelbase County 110 powered by Land Rover's 2.5-litre diesel engine would have set you back £11,325, a figure that compared favourably with the £12,469 being asked by Mitsubishi for its 2.3-litre Shogun five-door turbo-diesel.

The Mitsubishi may have been the more refined of the two, but the County still proved competitive – benefiting from the usual 90/110 upgrades over the old Series III, including all-coil suspension, Range Rover-style permanent all-wheel drive (with two-speed transfer box and locking centre diff), a modernised interior and improved forward visibility thanks to its taller new windscreen.



FEATURE VEHICLE

Land Rover V8 County

◀ interesting for being a rare V8-engined County. The V8 was a minority choice at the best of times, but those who did opt for it tended to prefer it in longer-wheelbase 110 guise. As a 90 County V8, this particular beast is therefore an unusual find, although the way in which its current owner discovered it is just as fascinating.

"I had a call from a friend of mine back in May, who works at a local tyre centre," recalls Richard Aston, a 42-year-old part-time mechanic from South Staffordshire. "He knows I'm a big Land Rover fan, and he wondered if I was interested in buying another. A customer had called in to have a puncture repaired on his Fiesta, and while there he asked my mate if he knew anyone interested in buying a genuine 90 V8."

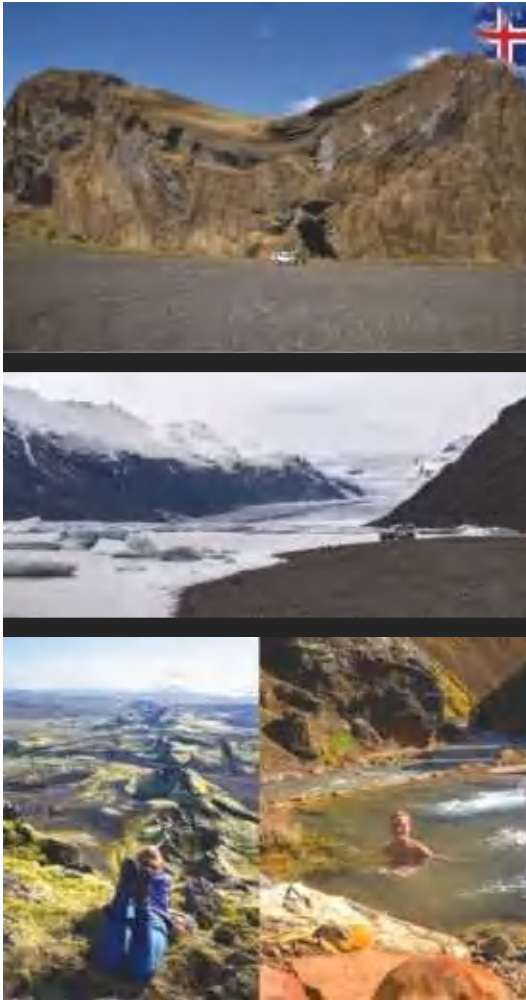
As someone who knows the rarity of such things, Richard was understandably sceptical: "I didn't believe it was a factory-built 90 V8, as few of those were sold. I don't know the exact number, but I do know it was a rare model at the time – and is obviously even scarcer now. I assumed that if it was a V8, it must have had a later engine swap, although my friend insisted it was the real deal."

Suspecting that he might be the victim of a practical joke, Richard asked for the Land Rover owner's phone number, as well as his name: "As soon as my mate said the guy was called Bob Sleigh, I just assumed it was a wind-up!" Not one to miss an opportunity, however, Richard called the number he'd been given and asked to speak to Mr Sleigh: "It turns out that the name was genuine and that Bob did indeed have a 90 V8 for sale, but I was still convinced that it couldn't be a factory V8. Still, he was insistent and so I arranged to take a look the following day."

Bob turned out to be an amenable chap who had recently undergone an operation, and as a result found it uncomfortable clambering in and out of the Land Rover. He was also rather stressed by the fact that thieves had tried to steal the vehicle from his driveway a few weeks earlier, and as a result he'd taken to storing it behind his house, where it couldn't be easily removed. In short, the Land Rover simply wasn't being used – and Bob was keen for it to go to a new owner, albeit one that met his own exacting standards. But was it, as suggested, a real factory-built V8?

"I couldn't believe it when I first saw the Land Rover," recalls Richard. "There was absolutely no doubt that this was an original V8-engined 90 County, with matching numbers and everything as it should be. Not only that, it looked to be in pretty decent condition. The main thought racing through my mind was whether or not I'd be able to afford to buy it." ➤





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FEATURE VEHICLE

Land Rover V8 County

◀ TALKING FIGURES

During their initial phone conversation, Bob had refused to discuss an asking price, insisting instead that Richard went to see the Land Rover first. But even while inspecting the vehicle and confirming that it was a decent example, Richard failed to find out any more about Bob's price expectations. Instead, Bob seemed more interested in Richard's plans for the Land Rover, asking whether he'd be keeping it, selling it, exporting it or modifying it:

"I told him that a find like this would definitely be a keeper," explains Richard. "I might do minor things like upgrade the brakes, but would otherwise be retaining its original spec and condition. I told Bob about the two-door Range Rover I'm in the middle of restoring, and I think that helped to set his mind at rest that the County would be going to a good home. All I had to do was find out how much he wanted – because if his asking price was on the ambitious side, there's no way I'd be able to afford it."

The Land Rover was certainly in roadworthy condition, having passed an MOT just three months earlier. That test had involved some expenditure for Bob, including having new outriggers fitted, as well as various new bushes and attention to the brakes (pads, discs and pipes). Richard took a test drive and came back impressed; the mileage of 130,000-plus wasn't unusually low, but the Land Rover drove well and performed effortlessly, the only downside being a slightly awkward gearchange. Yet Richard still didn't know whether he'd be able to afford whatever asking price Bob had in mind.

"In the end, Bob just said to me: 'You can have it'. I told him not to be so silly, and that he had to let me pay for the vehicle... but he insisted. So stressed had he been by the attempted theft, and the fact that he could have lost the Land Rover he'd used and enjoyed for so long, Bob simply wanted it to go to a real enthusiast who'd look after it, maintain it and keep it as standard as possible. He obviously decided I was that person, and told me to take it away as soon as possible."

Richard drove the Land Rover home that afternoon, with Bob following on behind, and the two of them spent the next few hours talking 4x4s and inspecting the ongoing Range Rover project over numerous mugs of tea. The two have since become friends, with Bob delighted that his much-loved V8 has ended up in the hands of a marque fanatic. As for Richard, he can still hardly believe his luck: "It just doesn't happen, does it? A free Land Rover V8. I'll always be grateful to Bob for putting his trust in me, as this is one Land Rover that'll be staying with me indefinitely."



"As soon as my mate said the guy was called Bob Sleight, I just assumed it was a wind-up!"

V8 PERFORMANCE

Having never experienced a 90 V8 myself, I was keen to jump aboard and join Richard for the short drive to our photo shoot location. And it took all of 30 seconds to realise the appeal of the beast, with a surge of acceleration as Richard's right foot made the most of the power on offer. It seemed almost odd to be within the familiar confines of an '80s Land Rover but without the clatter of a diesel up front. Instead, there was the distant growl of a V8 making its presence felt with that unmistakable 'burbble', yet offering the kind of refined in-cabin experience that's normally alien to anyone driving a pre-Defender model like this.

The wider track of the post-SIII vehicles, combined with their all-important coil-sprung suspension, transformed the handling of Land Rover's most traditional offering for the 1980s. Even with a lusty V8 under the bonnet, this particular 90 performs well in the bends; at no point does it feel over-powered for its short-wheelbase proportions, handling with a confidence that's genuinely impressive. And that means (by old Land Rover standards)

effortless cruising ability: "Other drivers don't expect it to be as quick as it is," laughs Richard. "They always seem amazed that what looks like an old Defender can easily keep up with them in their much flashier cars!"

Since acquiring the County, Richard has carried out a few jobs in order to improve it. These include changing the rocker cover gaskets to cure an oil leak, replacing the steering cowl that was damaged during the attempted theft, and changing the wheels (although he's obviously kept the originals). He's also sourced a replacement five-speed gearbox of the correct spec, which he'll be fitting at some point soon.

What's particularly impressive, however, is the originality of his 90 V8, despite it having been used extensively over the last 30 years. Admittedly, the bulkhead has been repaired at some point in the past, and the rear crossmember has been changed, but in other respects it's refreshingly untouched – with the factory paintwork looking all the better for its three decades worth of patina.

The only downside is that the four inward-facing rear seats that would have been fitted to this County when new have been removed at some point, and are now missing. If anyone reading this should have a set of County-spec 'Brushwood' back seats taking up space, then do get in touch.

Meanwhile, with the coldest months of the year fast approaching, Richard is looking forward to his first winter of V8 Land Rover motoring. It might not be the most economical daily user he's ever experienced, but it's without doubt one of the most capable and most entertaining. The fact that it cost precisely nothing to 'buy' inevitably adds to its already immense appeal. Jealous? Of course we are... **4x4**

Below: One happy owner - well, let's face it, you'd be smiling too!



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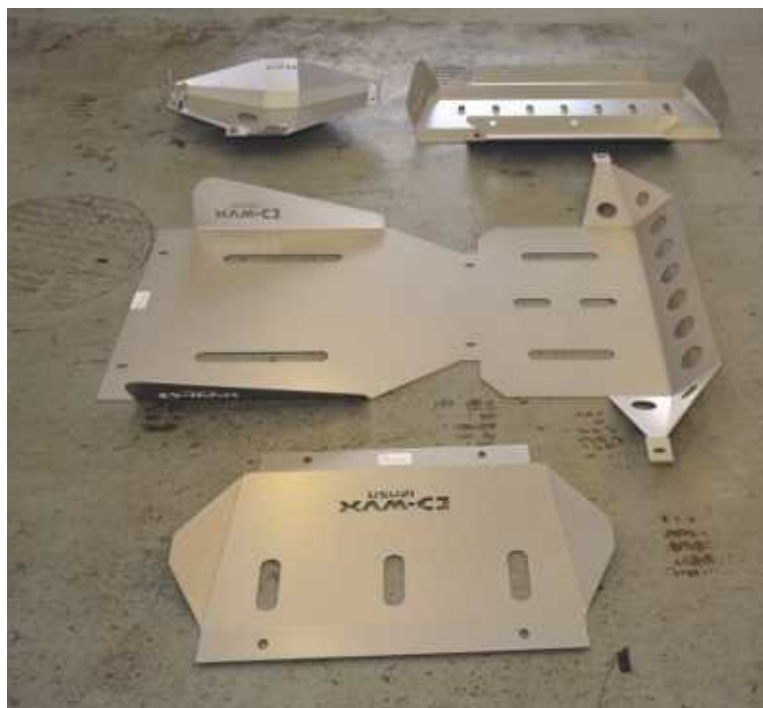
A Step Up

Some serious rugged protection is on the agenda this month – with a full set of underbody armour being added to the Isuzu D-Max in preparation to enjoying some off-road adventures

Words and photography: Paul Cowland

The great thing about writing for this magazine is that I know how diverse our readers are. A great deal of you, I'm fairly sure, like to get up to your wing mirrors in mud every weekend, whilst many others, simply admire their all-wheel drive steeds for their inherent looks and road presence. And then there are those in the middle, like me. I don't pretend to be the greatest of-roader out there... Well, not with this pristine truck, anyway. It's all a bit new for that so far. In my ownership cycle with this truck, I'm still at the 'distressed over new stone chips' stage, so I'm not so sure I'll be forging ravines and bouncing down mountain sides any time soon. That said, I have been doing the odd bit of mild greenlaning, and with a penchant for rallying, the D-max is already no stranger to various Welsh gravel roads.

In fact, it was while watching a round of the British Cross Country Championship, and swooning over the rather nicely prepared 'works' D-Max



Above: New genuine Isuzu bash guards look superb and offer substantial off-road protection

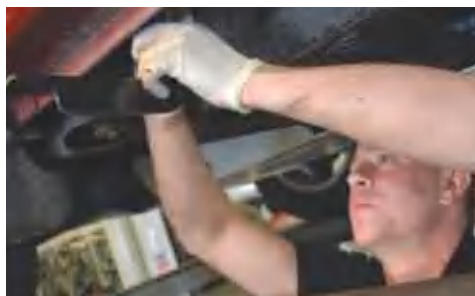
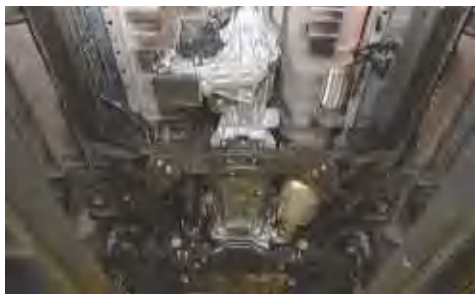
Left: Kit is beautifully finished and very comprehensive. All fixings and spacers are also included

rally truck, that the idea for my next upgrade hit me; Under Body Armour! The Isuzu rally truck sports a rather fetching set beneath its belly, and although I don't quite expect to be smacking down onto the gravel with either the ferocity or velocity of Isuzu team driver, Jason Sharpe, I could see that a little more steel beneath the D-Max might make a useful insurance policy – as well as adding a little rugged style to the front of the truck.

Having tested their competition quality 'bash guards' over two seasons of rallying, Isuzu has deemed them fit to be unleashed into the marketplace for mere mortals like you and I. The guards they offer through the dealer network are identical in style and shape to the competition versions, but are laser cut in steel, rather than the needlessly expensive duralumin and alloy of the competition truck. Having spotted these on my travels, I reckoned that an upcoming trip near to Unity Coventry (or Carstins of Balsall Common as it used to be known) might be the perfect time to get a set fitted. Besides, I had another upgrade in mind while I was there, too!

After one too many coffees with Dealer Principal Elliott Cartwright, (Unity's espresso machine really is rather good!) I made my way into the workshop to see technician Tom setting about the fitment. The Isuzu bash guard kit, like all of their genuine accessories, is somewhat comprehensive – and contains every spacer, nut and bolt needed to quickly protect the underside of the truck. It's nice to see that this kit is even made by the same British firm (Forge Motorsport) that equips the rally truck, too. Always great to see manufacturers working with pukka motorsport outfits when spec'ing items like this!

With the kit laid out, Tom showed me the fittings. Cleverly, the Isuzu kit uses existing chassis holes and riv-nuts in a couple of places, which allows the guards to be securely bolted up, without the need for any drilling – and therefore, potential rust! The kit also contains rather attractive machined alloy spacers to get it sitting flush on the chassis, which means it will also effectively act as a brace, increasing rigidity and improving road-holding, thanks to the suspension now working more efficiently. The entire front under-side is protected, with the entire engine, gearbox and transfer case all receiving a welcome suit of armour. The rear diff also gets similarly protected, with a simple-but-effective 'U-bolt' arrangement and nyloc nuts ensuring that this precious part of the transmission can now receive a knock or three in the line of duty. The rest of the fittings are good old-fashioned nuts and bolts, although everything sits nice and flush to ensure that bolt heads are



Above from clockwise: Factory protection is adequate, but not quite as pretty; new guards look much nicer; new black steps will make more sense with forthcoming wheels; new sump guard peeks beneath bumper for great look; rear diff guard looks competition ready; riv-nuts are used, so no drilling required. Spacers all included; standard underbody looks tough – but potentially vulnerable to flying debris and big rocks!

PROJECT PICK-UP

Underbody protection



◀ not protruding far beneath the chassis, potentially causing a snagging hazard. The finish of the guards is a flawless silver paint covering which does rather a good job of passing for the alloy versions on the rally truck. Time will tell how it copes with deep scuffs, but the steel is very substantial and thick, so I would imagine you get a bit to play with, anyway! It's going to take a few knocks to get through that lot, I reckon!

Suitably chuffed with these purchases, I decided to do a little more future proofing for another modification I have up my sleeve. Although I'm fairly partial to the factory five-spoke wheels, I really think that the wheel package on this truck needs to be something a little chunkier... and ideally black! When I fit that, hopefully in a few weeks' time, the sleek silver side steps are going to look somewhat out of place. Again, these

are great looking items, but just not quite the style I'm after. With my new lights, bars and guards, I'm at least equipping the D-Max to look as if it's about to go and compete in the Dakar, even if the reality is going to be a lot more like sitting in a traffic jam on the M25. But hey, looks are important in an off-roader, after all, aren't they?

To that end, I also opted for a set of Isuzu's neat, smart and functional black steps – something of a bargain, thanks to the fact that Carstins had a customer who wanted a set like my original units, and kindly offered me a 'part-ex' deal. This meant that it really wasn't a massive cost to swap at all, so before you knew it, the long-suffering Tom was back beneath the truck and swapping the original brackets and steps for the new ones. Again, everything fitted up in what felt like a few minutes (the joys of

a nearly-new truck, good people and OEM parts!) and after what must have been my ninth coffee, I was ready to settle up with the parts team and move outside for a few reveal shots.

Out in the sunshine, the new bash guards really did look the part, and allied to my new steps I think the truck really is progressing towards the more rugged demeanour I was after at the start of this process. It sits better, it has more presence on the road, and now, as I hurtle down the gravel back lanes and fire roads of Welsh rally stages I can rest assured that, although I may not have the talent of my rallying heroes, I now at least have the same levels of sump and gearbox protection! Upgrades you can buy with your heart and your head? They have to be the best! Although I haven't had chance to try these new guards in anger yet, I do promise to get a few pics of the Isuzu in action on my next rally outing.

Huge thanks to the wonderful Midlands hospitality and impressive workshop skills of the Unity team... although perhaps, 10 coffees and biscuits in similar quantities may have been one or two too many? **4x4**

Top: Truck looks tough, smart – and subtly different to the showroom product!

Above: Well, if this set-up is good enough for the Jewson Isuzu Rally Team...

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SURVIVAL GUIDE **KIA SPORTAGE**

Kia's petrol Sportage is a bargain basement 4x4 with some straightforward mechanical components. We reveal what's involved in keeping it on the road

Words and photography: Rob Hawkins

If you want a 10-15-year old 4x4 with seating for five people and Japanese reliability for around £1000, you probably can't get any better than a Kia Sportage. Don't expect frugal fuel economy (we drove the one shown here for over 100 motorway miles and managed only 27mpg), but if you can handle the wallowing body roll under cornering, the Sportage is a capable all-rounder for the sort of money you can only buy crash damaged Land Rovers for.

We were visiting Automotive Repair Company near Hull, East Yorkshire, when we spotted their 2.0-litre petrol engined Sportage. The 12-year old vehicle was recently bought for £800 with a faulty fuel pump and was in need of a service, so we followed the work involved, discovering certain aspects are very straightforward, such as

servicing the brakes and draining the engine oil. We weren't so impressed when it came to renewing the spark plugs, as you'll see from our steps and photographs. However, all was forgotten when we looked into the cost of many of the serviceable items. According to parts suppliers such as Euro Car Parts, air filters and spark plugs cost well under a tenner, an oil filter is less than a fiver and even a full set of front discs and pads will leave you with change from £100.

Many thanks to:

Automotive Repair Company
Tel: 01482 668088
Website: automotiverepaircompany.co.uk

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Abrasive paper
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Copper grease
Emery paper
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Half inch and 3/8inch ratchet
Hammer
Oil filter wrench
Pry bar
Screwdrivers
Spanners/sockets 10, 12, 17, 19, 23mm
Spark plug socket – 16mm
Trolley jack and axle stands or ramp
Wheel brace
Wire brush

FRONT BRAKE SERVICE

1



With a front corner of the vehicle raised and supported, remove the road wheel and slacken the lower 17mm caliper slider bolt. Only the lower bolt needs to be undone to lever the caliper upwards.

2



The caliper may be a little stiff to lever upwards. If this is the case, use a screwdriver or pry bar to lever around it. You can also try levering the caliper's piston in a little to create more space.

3



Once the caliper has been levered upwards, manoeuvre it off its upper slider bolt. Avoid over-stretching the brake flexi-hose, so suspend it with cable ties or a strong bungee around the coil spring.

4



The outer brake pad may have remained stuck in the caliper carrier, so carefully prise it out with a screwdriver. There should be some anti-rattle clips fitted to the top and bottom edges.

5



Use a flat or half-round file to clean the edges of the brake pads, especially at the top and bottom where they sit in the caliper carrier. Use a wire brush to clean the back and sides of each brake pad.

6



Clean inside the caliper carrier with a wire brush, particularly where the brake pads sit. Also, clean inside the caliper, but avoid damaging the rubber dust cover. Spray brake cleaner over these parts afterwards.

7



Apply a very small smear of grease to either the edges of the brake pads or the points where they sit in the caliper carrier. This ensures the pads will move in and out, reducing the risk of them sticking.

8



If the outer edge of the brake disc is rusty, try cleaning off any loose corrosion with emery paper or a flat file. This will reduce the risk of rust clogging up the brake pads. Spray over the disc with brake cleaner.

9



Before refitting the brake caliper, clean both slider bolts and apply a smear of grease. The caliper must slide from side to side on these bolts, so they need to be clean and lightly lubricated.

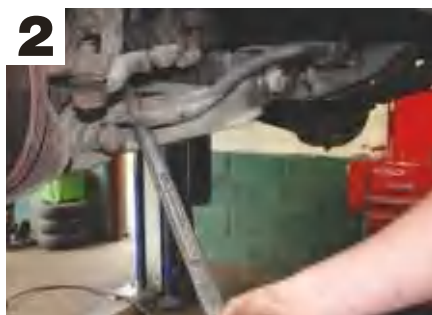
FRONT SUSPENSION CHECKS

1



A visual inspection of the front coilovers should help to see if there are signs of corrosion or fractures. Also, look for any signs of leaks from the damper. Don't put your fingers between the coils.

2



The front anti-roll bar is connected to the lower arms by a couple of very short drop links. Try using a pry bar to see if there is any wear in these small drop links. Also, check the condition of the D-bushes that mount the bar.

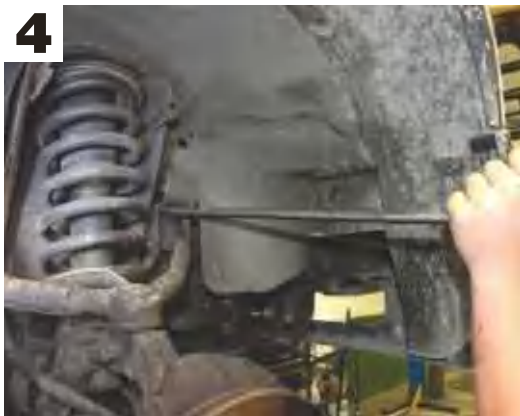
3



The outer ball joint on each front lower arm can be checked by placing a pry bar underneath the back of the hub and on top of the lower arm. Lever up and down to see if there is any play in the ball joint. ➤

FRONT SUSPENSION CHECKS *Continued*

4



The front suspension has an upper double wishbone. Use a pry bar to check the condition of the inner mounts. There's just enough space to squeeze the end of a pry bar into position and lever against each mount.

5



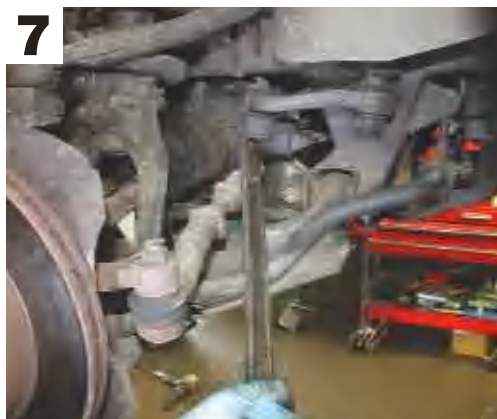
The lower arm has a similar set of inner mounts to the upper wishbone and these can also be inspected with a pry bar. A small amount of movement on the rubber bushes is often acceptable.

6



The outer ball joint for the upper wishbone is quite awkward to test for wear. There's room to manoeuvre a pry bar, but not much to lever against. We tried levering against the lower spring seat.

7



The Sportage uses a steering box, so any ball joint connections can be tested for excessive wear. Our photograph here shows the offside front with a link arm on the right that goes to the steering box.

REAR BRAKE CHECKS

1



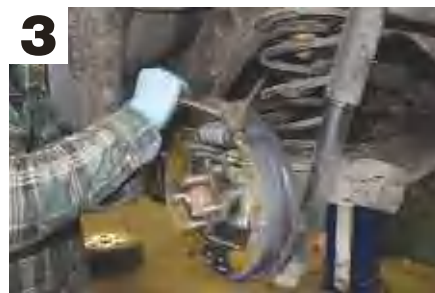
After raising the rear, supporting it and removing the road wheels, undo four 19mm nuts that secure each brake drum in position. These are fitted around the centre of each drum.

2



There's no access to the adjuster for the brake shoes, so tap the face of the drum with a hammer to help release it, then start to prise it off with your fingers. Make sure the handbrake is off.

3



Use a wire brush to clean around the backing plate to remove any dirt and debris. Spray brake cleaner over this area to dampen any dust (wear a breathing mask) and loosen the dirt.

4



Scrape off the build up of dirt and brake dust from the edges of the brake shoes. Dirt in this area can affect brake performance and the ability of the handbrake, so make sure it's clean – spray it with brake cleaner.

5



Check all of the springs are in good condition. Lubricate the adjuster and move it back and forth. Carefully peel back the dust covers on the wheel cylinder to look for leaks (renew the cylinder if it's leaking).

6



Clean inside the brake drum and inspect it for wear and damage. Try to refit it, then rotate the drum, making sure the brake shoes don't drag too much. You may need to take off the drum and turn the adjuster.

REAR SUSPENSION CHECKS



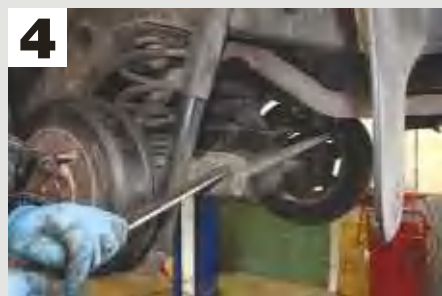
The rear suspension consists of a live axle, trailing arms, a Panhard rod, coil springs and dampers. Start by checking the coil springs are properly seated and there are no signs of any fractures in the coils.



The telescopic dampers are easy to access and inspect for leaks. Use a pry bar to check the top mount, making sure there's not excessive play, which could result in a rear end rattle.



The bottom damper mount is equally straightforward to check. It's also the lowest point on the rear of the vehicle, so check it hasn't been damaged or bent if the vehicle has grounded out.



A Panhard rod is fitted between the nearside of the rear axle and offside of the chassis. Use a pry bar to check the rubber mounts. Similarly, check the bushes in the trailing arms for wear.

OILS, FLUIDS AND FILTERS



The oil level in the rear diff can be checked by undoing the 23mm inspection plug on the back of the casing. The level should be just below the inspection hole. If it's low, top up with 80W-90 GL5.



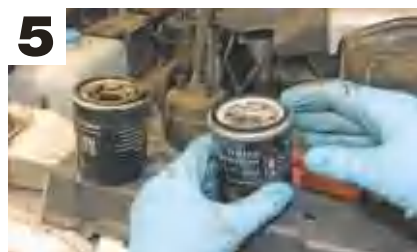
The engine undertray needs to be removed to be able to drain the engine oil. It's secured with a series of 12mm bolts, which will probably be rusty, so spray penetrating fluid over them first.



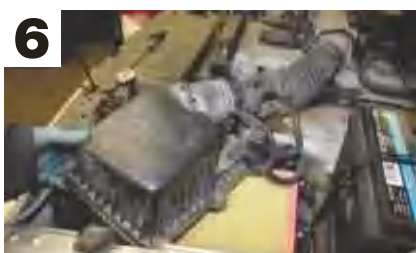
There should be 4.2-litres of oil in the engine, so have a suitable container ready before undoing the 17mm sump plug. Once the oil is draining out of the sump, leave it for a few minutes.



While the engine oil is draining, look inside the engine bay (from the top) for the oil filter, which is located on the offside. Use an oil filter wrench to undo it, then carefully unscrew and remove it.



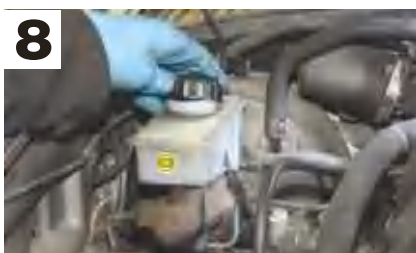
Add a smear of oil around the seal for the new filter, then fit and tighten it by hand. Refit the 17mm sump drain plug with a new copper washer, then measure 4.2-litres of 5W-30 fully synthetic oil and pour in.



After running the engine for a minute then checking the oil level on the dipstick and topping up if necessary, move onto the air filter. This is on the nearside of the engine bay in a plastic housing.



Check the level in the power steering fluid reservoir. This is located on the front offside of the engine bay, next to the windscreen washer bottle. The reservoir is clear, so you should be able to see the level.



The brake fluid reservoir is located at the back of the engine bay on the offside. The level should be visible through the clear plastic reservoir. Top up with DOT 4 fluid, or whatever has been used before.



Make sure the engine is cold, then carefully release the pressure cap on the top of the radiator, followed by the plastic cap on the expansion bottle next to it. There should be coolant inside both. ➤

CHANGING THE SPARK PLUGS

1



Allow half an hour to renew the spark plugs as several parts need to be removed to access them. First, remove the engine top cover, fitted with four 10mm nuts.

2



The alloy induction pipe that travels over the top of the engine needs to be removed to access the spark plugs. Start by undoing any breather pipes and electrical plugs to it.

3



Undo the two 10mm bolts for the top cover's mounting bracket. This is fitted next to the induction hose that goes to the air filter. Also, detach the clip for this hose.

4



Undo three 12mm bolts that secure the alloy induction pipe to the throttle body. One of these bolts is longer than the other two. Extract all of the bolts, then see if the pipe is loose.

5



The plastic resonator box that's attached to the pipe may be mounted to the rocker cover, so undo any bolts for it, then lift the alloy induction pipe up and off the engine.

6



Remove the spark plug cover, secured with six 10mm bolts. You will also need to undo the two 10mm bolts for the throttle cable mounting bracket as it obstructs the removal of the cover.

7



8



Above: There are two coil packs for the four spark plugs. Each one is secured with two 10mm bolts. Undo the bolts, then carefully lift up the coil packs and HT leads to reveal the tops of the spark plugs.

Left and below: Use a 16mm spark plug spanner to remove each old spark plug. Check the new spark plugs are exactly the same, especially in length, then fit and tighten them with a 3/8inch ratchet. Refit the HT leads, coil packs and all remaining parts.





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THE LONGEST DAY

You have to cross the Channel to get the excitement of a 24-hour off-road race, regularly covered by no less than three TV stations. We enjoyed the action, but wonder if it could ever happen here?

Words and photography: Alan Coutts





Left: The flag drops for the massed start of 24 hours of non stop off-road racing at Chevannes

The last ever 24 Hour Tout Terrain de France at Chevannes is a riot of colourful cars and fevered action, on the largest temporary off-road circuit in Europe. The course is freshly built on working farmland after the harvest each year, and when the race is over, heavy terraforming machinery moves in to restore the fields to agriculture the following week. When it is sunny, clouds of fine dust billow round the circuit like a desert storm; when it rains, the track is a bodywork crumpling hell on earth.

For the 23rd and final 24-hour race at Chevannes, the weather obliged with a toxic mixture of sunshine and rain, cloud and dappled skies. Jean-Louis Dronne, the boss of the Forcing Organisation, has drawn up a shorter, but just as tough, 7.4km course in place of the usual 8.2 to 10km, which appeals to the spectators who get to see the cars passing by them more frequently. There is also a popular SSV Championship on the Saturday morning, offering two hours of non-stop racing on a specially built buggy circuit, and it's fast, fun and keenly fought over by a potent mix of Polaris RZR's and Can-Am Mavericks.

There are more entries than ever for the main event, with increased TV coverage from three broadcasters - one of whom has a motor show presenter driving with one of the 72 teams. Good news for team and event sponsors, who enjoy the oxygen of publicity. There is just one all-female team this year, number 21 driving a Tomahawk Caze, with four pilots to share the burden of racing day and night; Isabelle Ferret, Myriam Rousseau, Catherine Rocamora and Estelle Kazmierczak.

After free practice on Saturday morning, the timed qualifying run is a fast and furious affair to decide the starting order for the big race at 4pm. Pole position goes to Cedric Duple from Team Andrade in an AC Nissan, closely followed three seconds later by Tom Prive in a Fouquet Nissan. Team Boss Mario Andrade told *4x4 Magazine*: "We were competing a couple of weeks ago in the 24 hour TT Portugal, where we came second, so we are hoping for a good result here. My son Alexander will be the driver for the first stint of the race, and we are really looking forward to this unique race." Among the faster teams are ZZ Kustom from Switzerland, with a mighty Protruck entry driven by Raoul Schmid, Vincent Capriati and Sylvain Mautret. The truck is based on a Chevrolet Silverado powered by an LS2 6.2-litre 400bhp V8, with a three-speed box, four Bilstein racing shocks on the front and no less than six on the back. Raoul explains: "The truck is strong but weighty, more suited to the wide open spaces, but we are looking forward to 24 hours of good racing." Team ZZ Kustom and their main man ➤

COMPETITION

24H TT France



◀ Stéphane Zosso also compete at ULTRA4 and Challenge events, so are no strangers to the pages of this magazine.

After a formation run shortly before 4pm, the tension rises as a fast running marshal darts across the track with a placard saying five seconds to go. The tricolour flag drops on the sound of the starter's pistol, and a solid mass of cars hurtle towards the first bend in a wave of rolling thunder. The leading cars are virtually level at the 200 metre mark as they pass me before slaloming round the first series of right hand bends towards the refuelling zone, and a lap later, most are still giving as little quarter as they can. As the hours pass and a light rain falls, the brake lights dazzle

through a series of chicanes seasoned with a couple of whoop de doos. The rain intensifies, and suddenly some hard charging cars begin to bounce off the high-sided safety bankings in a bodywork modifying moment or two.

The weather settles down with nightfall, with a clear sky giving perfect visibility on the slippery but hard surface of the course. As the hours pass and replacement drivers wait patiently for their stint at the wheel, mechanical problems begin to take their toll. Pit crews perform heroic sinew-straining turn round times in front of enthusiastic crowds who have superb paddock views of the pits from only 25 yards away. The attrition continues.

High profile casualties include last



Top: On the way to podium one, the JMS EVO 2 had a reliable race over the 24 hours

Above: Hugely popular with the spectators, Team X Men91's Corvland, a rapid Chevrolet Corvette with Range Rover underpinnings

Left: Phippe Cuvelier from team AT4R Polaris gives it big air during the SSV race

year's Champions, Team Factory Nemesis in the immaculately prepared works Bowler Nemesis R. I spoke with enthusiastic team principal Stephane Barbry just before the race began, but he said later: "During the day the racer suffered very visible damage to the front end and it was retired to prevent further problems, but it will all be sorted in time for the Rally of Morocco". As the spotlights and driving lamps spear through the darkness, team Andrade Competition's AC Nissan still clings to the lead despite a prolonged pit stop about 10pm, but it is now hotly pursued by a Nissan Caze, and a Nissan Springbok from Team Sofrat.

Dawn lights the circuit up to a cloud-flecked sky, and after 17 hours of hard racing over the changing rutted surface, the pace was steady rather ➤



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COMPETITION

24H TT France



◀ than spectacular. Two teams are only a couple of laps apart – team Andrade leads an ominously closing JMS EVO2 from Team 11. JMS Driver Jean-Marc Schmidt tells us: “The car is running perfectly, just routine stops for wash and wipes. We decided to change our race plan, and will switch to a race fresh

Alex Finkelstein on the last drivers change.”

A weak sun appeared around 11am, with some light rain on a rapidly drying track. The pace duly picked up again, with several mud encrusted cars calling in for a quick team pressure wash, driver change, and back out to fight to the end for the remaining couple of hours. Nicolas Clerget, Jean-Marc Schmit, and Serge and Alexander Finkelstein on 170 laps took the chequered flag, and a fourth victory at this event. A beaming Jean-Marc, the JMS EVO 11 designer, driver and team leader said: “Good team organisation and our dedicated mechanics made the event seem easier than it was, and everything ran like clockwork. The hardest part was the changeable weather and the condition of the track over 24 hours, with everything from

sunshine and fog to mud and dry and dusty sections that demanded the driver's total concentration.” An AC Nissan was second overall, and driver Cédric Duple explained: “Our six flat tyres and a broken cardan joint upset our race plan a bit, but real congratulations to the winners, who played a great race strategy.”

It was a very good year for Nissan, whose 4x4s in one form or another dominated the field over Toyota, Mercedes, and the Land Rover family of Wildcats and Range Rovers.

There is a huge buzz at the 24 Hour TT France, from the well looked after and appreciated marshals to the thousands of spectators whose behaviour was embarrassingly good. A large number of sponsors bringing their guests, families and workforce with them, to make a hugely good once a year weekend of it all. The 24H TT France really goes out of its way to showcase off-roading as a mainstream motorsport, and its covered by three TV channels, plus on and offline media. The Forcing Organisation makes it all happen with French flair, and this awesome FIA and FFSA sanctioned race asks all the right questions of the colourful teams. **4x4**

Top: Range Rover Classics are still a very affordable choice for off-road racing

Above left: Relaxed look from driver Sylvain Mautret as he gets ready for his stint

Left: Viewing platforms give great views of the paddock and race circuit



Tell me more

To find out how you can enter the event, see full results and other useful information, check out the organisation website at www.tt24.fr. This is one race that never disappoints.

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SUZUKI VITARA Nigel Fryatt, Editor

Spec: 1.6 ALLGRIP SZ5
Mileage: 4738
MPG: 43mpg
Recent costs: None
Arrived: August 2015



JEEP CHEROKEE Bob Cooke

Spec: 4.0 Limited
Mileage: 71,460
MPG: 18.9
Recent costs: MOT and brake repair £95
Arrived: March 2013



TOYOTA RAV4 XT-R Sue Loy

Spec: 2.0-litre
Mileage: 61,829
MPG: 34
Recent costs: None
Arrived: June 2012



SUZUKI GRAND VITARA Louise Limb

Spec: 3dr 2.0 TD
Mileage: 94,410
MPG: 40
Recent costs: Just on-going fuel and tyre repairs
Arrived: October 2008



JEEP GRAND CHEROKEE Hils Everitt, Editor at Large

Spec: Overland WK 3.0-litre
Mileage: 57,982
MPG: 30ish
Recent costs: DAB radio kit: (price online: £130 approx)
Arrived: February 2014



NISSAN PATHFINDER SE 2.5 Paul Walton

Spec: SE 2.5
Mileage: 79,102
MPG: 30
Recent costs: None
Arrived: April 2015



DEB'S DEBUT

Jeep Cherokee
Bob Cooke

There's a fallen tree in the way," said Deb, as if I hadn't noticed it. I

shrugged: "It's only a small one, just drive over it." She gave me a sideways glance and said: "What, really?"

Deb's usual drive is a Vauxhall Corsa, and like most of the wife's family, the thought of driving off-road had never entered her head, and like most of the family had always regarded me with a sort of blank gaze whenever I'd recounted some off-roading experience or other. Hence it was a rather unusual set of circumstances that saw her sitting behind the wheel of the Cherokee at the Slindon off-road site.

As a birthday present she'd asked to spend some one-to-one time with each member of the family in turn, doing whatever that member of the family thought would be a good day out. Someone took her to Kew Gardens, another to Kenwood House, another to the opera. When it came to my turn I jokingly suggested an off-road outing... and was quite surprised when she agreed.

Once at Slindon, I invited her to take the wheel, showed her how to select low range and set off on

a route that started mild and got steadily a little more adventurous. The fallen tree wasn't one of the challenges I'd planned for her, it just happened to be there, but it served as a reminder to me how even a relatively small obstacle can phase an off-roading first-timer. "Go on," I said, "you probably won't even notice it." I could see the slight look of surprise on her face as she drove on, and hardly felt the suspension flex as the wheels simply rode over the tree trunk which, after all, was only about 20cm thick. She was obviously ready for something a little more demanding, so I chose a steep climb up a tree-lined bank, where she'd experience that scary feeling of not being able to see where she was going as the bonnet lifted up and obscured the way ahead. It worked: "That was quite nerve-wracking," she admitted. Good, I thought, she's beginning to understand some of the excitement to be gained from recreational off-roading.

Next, a chance to get a wheel in the air over an obstacle that no ordinary road car could attempt. It happened to be one of the sharp rising, twisting humps used in the recent UK Rhino Charge event, but there was a little problem here; because the Jeep

A steep climb: "I can't see where I'm going!"





managed to clear the section so easily and comfortably Deb wasn't even aware that a rear wheel had lifted a good 30cm clear of the ground. It had to be a tougher section, one where gravity would be working against the car rather than with it. Just around the next bend appeared a perfect route, a steep climb where a car with more aggressive tyres had gouged a deep hollow to one side near the top. The way to go was to straddle the hollow, even though that meant taking the nearside front wheel part way up the bank to the right, coming quite close to an overhanging tree trunk. Deb got almost all the way to the top, but the Cherokee came to a slithering halt as a rear wheel dipped into a muddy hollow just deep enough to get it cross-axled. I explained the problem, and got Deb to reverse, shunt the car a little further to the left so as to miss the muddy hollow, and try again. Almost, but not quite, the Cherokee started slithering and rocking again just as it reached the summit. For a moment I considered explaining the other means of overcoming such a problem - boot it at the bottom and let the momentum carry the car over - but I weighed Deb's lack of off-road experience

against the chances of smacking the overhanging tree and chose a better solution. "Time for me to take over," I said, leaving Deb holding on to the tree as I proceeded to offer a masterclass performance of how to avoid a cross-axle situation.

Actually all it needed was for me, better acquainted with the Cherokee's dimensions, to shunt it even further to the left at the bottom of the slope and approach at a more practical angle, but I did use it as an example of how off-roading can involve technical skill as well as hard-charging mud-plugging.

I think Deb got the point and enjoyed the experience; she's even suggested that she might like to try it again some day, but I'm not holding my breath.

Meanwhile the fact that we were able to go off-roading will alert regular readers to the fact that the black Cherokee - now my only Cherokee, since I sold the green one - got through its latest MOT. It failed on only one point, ineffective hand brake. It seems that when I'd replaced the rear springs, which involves disassembling the back axle and letting it flop around while the springs are changed, I'd inadvertently dislodged the end of

Above: A fallen tree? Not an obstacle when you're off-roading

Below: A wheel in the air, but Deb didn't even notice



the brake cable inside the nearside brake drum, so only the offside brake was active. It was just a matter of removing the drum and reconnecting the cable, cleaning up the drums and readjusting the cable tension, putting the final cost for the MOT to a not unreasonable £95.

Next task: replace the rear recovery point, which I'd removed to get access to the rear spring mounting bolts, and to find out if

the rear differential is a limited slip type. It ought to be, but the Cherokee is getting cross-axled too easily so the question is, is it a plain open diff, or is it a limited slip that just needs adjusting? All I need to do is pull off the rear diff cover and look, but the mounting bolts seem so well set in there that I'm dreading the possibility that they'll just shear off, which explains why I haven't done it already. **BC**

OPEN ALL HOURS

Suzuki Vitara SZ5

Nigel Fryatt

When the Range Rover Evoque was launched back in 2011, much was made of the vehicle's panoramic sunroof; this was something special. Of course, there are engineering problems having a large sunroof, since it can weaken the structural integrity of the monocoque. At the time, if I remember rightly, Land Rover only expected around 40 per cent of customers to choose the panoramic sunroof option. How wrong they were, since it seems that right from the off, the majority of buyers put a tick in that option box.

That story came back to me this weekend when Sue and I took the Vitara out on Sunday to do a bit of birdwatching. Now we are not that good at it (always have the book with us) and we certainly don't do it that often, but certainly in the winter months it's a

great pastime to be able to jump in the 4x4, armed with binos, cameras, identification books and often an Ordnance Survey map, and head off into the wilds.

Of course, since we live in the over-crowded south east, finding 'the wild' is nearly as difficult as finding some rare winter visiting arctic something or other. There is one place, however, that has its very own character and can be quite sparse and that's the Isle of Sheppey. It has few main roads and only a couple of congested areas and certainly in winter can be a good place for a drive.

There's an area there called Capel Fleet, which is basically a narrow, sinuous road that takes you off into the farmlands in search of birds of prey. Having just read Helen Macdonald's intriguing book, *H is for Hawk*, I consider myself an expert... well that is until I actually see one and frantically grab the book to see if



We've been impressed by the performance of the, relatively small, 1.6-litre petrol engine

it can help identification!

Kestrels I can manage, and the drive down to the now defunct old ferry jetty has a row of telegraph poles along the roadside, on which these pocket-rocket birds sit checking out potential feeding spots. The trouble is that when you see one, park up, get out armed with camera and binos for a closer look, the bloo...ming thing flies

away! Thanks to the Vitara, however, we found a great way to sneak up to them, while remaining comfortably ensconced in the vehicle and that was thanks to the massive, double panelled, sunroof. Slide that all the way back, drive slowly up to the pole, or telegraph wire that the bird is sitting on, and you get a great view without upsetting the thing and forcing it to fly off.



The Vitara's impressive double-panel sunroof comes in handy for a spot of birdwatching!

We also found that once parked up, the roof opening also allowed us a great vantage point to scan the horizon for other birds, and even in our short time there, we spotted quite a few, although didn't manage to spot a short-eared owl that are supposed to be plentiful, but the weather was pretty grim. We always blame the weather...

The massive sunroof in the Vitara only emphasises that this is a well-equipped SUV, especially since it is available at around 20 grand. Interestingly, we had a whole bunch of far more expensive SUVs on test for our 4x4 Of The Year 2016 (full report in next month's Winter issue) and it was surprising to note, for instance, that a number of them didn't actually have a rear view camera, and certainly none were as sharp and clear as the one fitted to the Vitara. Digital radio, standard in the SZ5 Suzuki, was surprisingly not available in all the SUVs we tested. Other things impress; the half leather/cloth seat trim is very smart, and the tilt and telescopic steering wheel adjustment is welcome, then there's the sunroof. You have to admit it offers good value for money.

It's a personal opinion, of course, but I really like the simple analogue clock that's in the centre of the Vitara's fascia. There are different – no cost option - designs for this and the one we have is probably the most traditional, but it's neat and to my view better than some small digital clocks that always seem to be included somewhere low on the fascia, below the satnav, that means you have to take your eyes off the road just to read them.

It was a typically dull, grey autumnal Sunday when we went in search of our birds of prey, but the Suzuki made sure that everyone could see us coming. I had a case recently where Sue was actually



Above: Our Vitara negotiating the narrow lanes on the Isle of Sheppey. It offers a responsive and comfortable ride

following me on the M25 in a downpour; poor light, spray, general dismal driving conditions. Looking behind I could see the mass of gunmetal grey SUVs, off white vans, massive lorries incased in a wall of spray, and hordes of black Mercs and BMW saloons, all getting washed away in the grime thrown up from the road. And all hurtling along at 70+mph, of course!

Right there in the middle, clearly more visible than anything else, was 'our' Suzuki Vitara in its Horizon Orange metallic paintwork. Difficult to prove perhaps, but you have to feel that not only is it great to have a bright SUV that looks different to all the others on the roads, it's also probably safer to drive thanks to its colour, as you can quite clearly be seen – and avoided. Of course, the Vitara's great sunroof was closed at this point! **NF**



A smart, traditional, analogue clock pleases us. Thankfully it's not some cheap hidden digital option



No Kestrels on this telegraph pole! The Suzuki's sunroof can be tilted or slid back almost the full length of the roof. There's also a neat panel that will cover the roof.



DIGITAL CONFUSIONS

Grand Cherokee Overland
Hils Everitt

A couple of months ago I was wittering on about fitting a DAB Radio to my Grand as I am fed up with the analogue choices while on the move.

I had looked into an option supplied by JustConnect called JustDRIVE, an add-on DAB Digital Radio kit. It would be fitted by an expert and the company even suggested when I contacted it that I might be about to get a discount if I went ahead and documented the fitting and subsequent use in this very magazine.

All good, until I saw the price which was close-on £300 – even with a small discount, it does seem a lot and my other half indignantly responded that he thought it way too much money. Hmmm...

As luck would have it, however, when our Editor read my tome he got in touch to say that, coincidentally, the magazine had been sent a DABmotion kit and did I want it! Result... or is it?

Having unpacked the box and its contents and read through the fitting details etc I'm wondering how easy this is going to be. The JustConnect unit has fitting included in the price, but this

looked really fiddly which was bad enough until I read in one of the many instruction booklets '...the signal booster is to be installed next to the dotted area along the side of the windshield. Open the A-Post cover, the black copper strip of the DAB antenna is to be installed in the metal frame inside the A-post cover'.

Hmmm... really? Taking bits of my interior apart is not my idea of a good time – I'd rather be under the bonnet. The other option is to deposit my Overland and the box of DAB kit on my mate's garage forecourt and just pay for the privilege of it being done professionally.

But then that would be admitting defeat wouldn't it? It does, however, sound a bit fiddly and needs to be precise otherwise it will look a right mess and they do this all the time don't they? I checked on DABmotion's website to clarify this A-Post thing and there it says: 'Antenna 2 (which is the copper strip) should also be as close to but not inside the A pillar cover) to get a better performance' – a contradiction to the booklet's instruction! Confusing.

I also need to make sure that

there is enough room underneath the glove box to fit the DAB 1002 'Wireless Digital Radio Interface' itself. And that also means securing the wiring neatly and with no chance of it getting snagged or in the way.

Of course, the 'Interface' needs power so has to be plugged into the cigarette lighter. Luckily, the Grand has two electrical sockets in the central console so that does leave room for my 'mobile to be plugged in, although I sometimes have that charged and my portable Michelin satnav plugged in at the same time – when I need to use a proper postcode to find somewhere as the Grand's American system only allows five digits. That may

be a problem – or I just have to make sure my 'phone is always fully charged when I need the extra satnav assistance.

Plenty to think about and once I get time to devote to the operation I will get the Grand out of the garage and see if I can have a go at this without making a right mess of it all. The windscreen will need a thorough clean before I affix any antennae to it and I have to make sure I am happy with the placement etc as once fixed it can't be taken off and then fixed somewhere else, it just won't stick. A job for the weekend when the Rugby World Cup is over and it will get my full attention. I will let you know how I get on... **HE**



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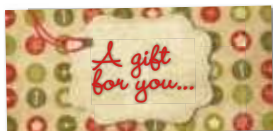
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Nigel Fryatt Editor



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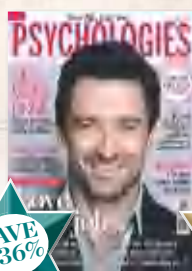
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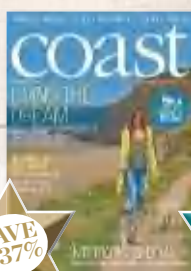
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Jonathan Beagley couldn't help showing off in his buggy, not just because it's unmissably red but because it has huge wheels and massive axle articulation, ideal for giving it true go-anywhere ability. It's hardly surprising that his co-driver, daughter Alice, kept her eyes shut through most of the action...

Jonathan's buggy was once a Discovery 300tdi, the working bits of which have been incorporated into one of Whitbread Off-Road's 100-inch Challenge Spaceframes.

Jonathan has upgraded the mechanicals, though, for instance the axles are Land Rover casings but have much heavier-duty Ashcroft CV joints and shafts all round, while the differentials are Ashcroft air lockers built up by Nigel Barker of Megasquirt into his pegged casings for added strength. The on-board compressor not only feeds the lockers but provides tyre inflation as well - useful since the truck needs a lot of air for its 37-inch Maxxis

Trepador Sticky competition tyres running on 16 inch Mac beadlock rims. All this is powered by the standard 300tdi engine, gearbox and transfer box, adequate enough to allow Jonathan to enjoy some quite extreme recreational off-roading, but his main interest is serious challenge competition. He competed in the Mud Monsters challenge event this year and is looking forward to many more events next year - quite possibly with a lot more power on tap, since he's planning to replace the Discovery engine with a 4.0-litre Lexus V8. Nothing Jonathan did on his day out at Slindon made it look as if his buggy could ever get stuck, but he's well prepared for that eventuality, with winches front, rear and centre - the front features a fast-winding two-speed Saley hydraulic, the rear end sports a two-speed Mile Marker hydraulic and the centre is a TDS Goldfish, all freespoolers.

The Whitbread spaceframe was an ideal choice since the Lampeter-based company

has purposely shied away from using the heavy chassis of the Land Rover 90, not just because the Discovery is a lighter alternative, it's also cheaper and more readily available. Pretty much all that's required is to unbolt the Discovery's body and replace it with the spaceframe, without even removing the engine, gearbox or propshafts. The space frames are even available as a flat pack kit with all components cut to length, pre-notched and bent ready to assemble and weld.

We love it Jonathan, it certainly looks great fun. Of course, not all 4x4s are extreme buggies like this and these pages are for all sorts; mild or wild, modded or standard. It's Your 4x4 Life. If you have a vehicle that you would like to see on these pages, then email some pictures and details to 4x4.ed@kelsey.co.uk or send direct to: *Your 4x4 Life*, 4x4 Magazine, Kelsey Media, Cudham Tithe Barn, Cudham, Kent, TH16 3AG. We look forward to hearing from you!



P90: MARKET NEWS



P92: CLUB NEWS



P102: ODDBALLS



Jonathan's Saley hydraulic is geared for speed, axles and CV joints are Ashcroft upgrades



Tyres are heavy-treaded 37-inch Maxxis Trepador Stickies



The grin shows the mud-plugging pleasure of a well-sorted buggy; even daughter Alice has opened her eyes now!

Marketwatch

MONTHLY 4x4 PRICE REVIEW



FALSE ALARM?

The VW emissions scandal may have put the frighteners on some new car buyers, but as Bob Cooke explains, it hasn't led to a wholesale drop in used car prices or a significant switch from diesels

A year-old diesel engined Volkswagen Touareg SE with just 12,000 miles on it on sale at a mere £27,000 - that's a whopping drop in value of £16,000 over what it cost new. Has the Volkswagen emissions scandal really had such a devastating affect on used VW values? Well...no, the fact that the Touareg has taken such a heavy depreciation hit is pretty much par for the course for any luxury vehicle, and in any case the 3.0-litre V6 engine in the Touareg isn't affected, it's only the four-cylinder 1.2, 1.6 and 2.0-litre turbodiesels that apply, so will include the Tiguan and possibly the Amarok, though we haven't been able to get a clear answer on that one. However, if trade sources such as CAP Automotive, who check thousands of transactions daily to produce their little Black

Book of used car values, can be believed there's been hardly any knock-on effect on second-hand sales or prices of affected VW cars. Where there has been an easing of prices it's been a matter of two or three per cent, and impossible to tell whether this is as the result of the emissions cheat or the expected natural seasonal drop heralding the approach of winter. One reason not to resist buying a diesel VW is that affected cars are to be recalled and 'fixed' - it's not yet clear what the 'fix' will be, but it can only improve the efficiency of the engine. In any case the problem only affects anyone thinking of buying a new car - if second-hand prices do collapse it would be a bonus for used car buyers, since quite apart from questionable emissions, the traditional VW values of reliability and longevity

will remain good reasons for owning one.

Meanwhile the Society of Motor Manufacturers and Traders report that September was a record month for new car sales, with over 460,000 cars registered and no sign that buyers were choosing petrol rather than diesel in the wake of the emissions scare; the take-up of electric and hybrid vehicles increased significantly by some 21 per cent, more than likely because these escape road tax and congestion charges, and are cheaper to run, rather than for their environmental benefits. More new cars on the road means more trade-ins for dealers to dispose of, and one good way of checking trends is to see how these fare on the auction floors.

CLASSIC TOUCH

That hints at good news for used car buyers, because British Car Auctions reports a drop of nearly two per cent in prices paid for cars passing through their sales rooms. However, this is mainly because of the rash of older and less desirable trade-ins swelling the numbers. Prices paid for newer, lower mileage cars - such as ex-lease and ex-fleet cars - actually rose by nearly two per cent, suggesting that subsequent retail bargains among these better-quality cars will be few and far between.

Older cars may be taking lower bids at auction, but that doesn't affect Land Rovers - a batch of seven Defenders sold at a recent Brightwells auction for an average of over 111 per cent of book value. Best buy was the blue 2014 110 XS Utility with under 6000 miles that went for £22,200, over trade value but a good £5000 under the more likely retail price. It was also a good day to buy a Mitsubishi L200; a batch of 10-year-old 4Work models sold for around £1600 each, while three 2014 ex-lease Barbarians with under 30,000 miles sold for £14,000 apiece, comparing well with the £20,000 being asked for similar trucks retail. A better bargain was the gleaming blue 2013 Isuzu D-Max Yukon automatic with the valuable optional vision pack that took the hammer at £10,500, cheap even though it had a relatively high 52,000 miles on it.

As for older cars going for cheaper prices, explain the 1989 Land Rover 110 County 12-seater D Turbo with over 180,000 miles that went for £2200 - classic value indeed; compare that with the 2005 Touareg V6 TDI Sport that sold for £4750, little more than twice as much for a car less than half as old and far more luxurious with it. And still with VWs, how do you explain the fact that a 2011 Tiguan 2.0 TDI Bluemotion Tech and a totally desirable Amarok complete with rear canopy didn't sell? Surely not over concerns about their emissions? Oh, and for the enthusiast, a superbly restored Jeep CJ7 didn't sell either, so look out for these making an auction floor reappearance.



FOCUS ON: JEEP GRAND CHEROKEE

GO FOR: Summit AIM TO PAY: £42,000

Caravan Club members visiting the recent Motorhome and Caravan Show were welcomed at a Jeep hospitality unit and offered the opportunity to drive a Grand Cherokee with a caravan attached. They'd have discovered that with 247bhp available from the lusty turbo diesel engine the big Jeep's 3500kg towing capacity is more than enough to cope with a wide variety of caravans - and naturally electronic trailer stability control is a standard fitment to make towing even easier. They would undoubtedly also have been invited to buy a Grand Cherokee, but anyone seriously considering one of these exceptionally well-equipped, luxurious and already good-value premium SUVs ought to think twice before signing up to a full-price purchase deal, because there are many bargains available on new and very low-mileage nearly-new top-of-the-range models.

All new Grands have bi-xenon headlamps with daytime running lights, handcrafted upholstery including perforated Natura Plus leather and Zebrano wood trim. Technology includes modern in-car communications and media systems, high-end versions including touch-screen satnav as standard, while the Summit boasts a 19-speaker 825-watt Harman Kardon sound system. Safety technology includes adaptive cruise control, forward collision warning and crash mitigation. The engine in the current range is a 3.0-litre Fiat CRD unit with Multijet II technology improving performance and technology, driving through an eight-speed automatic. Four-wheel drive is permanent using the dual-range Quadra Drive II system, with traction control, hill start assist and hill descent control included.

The base model in the Laredo, note that this has a lower-power 188bhp version of the engine, though it is still rated to tow 3500kg. It also has cloth upholstery and lacks parking sensors, as fitted - along with rear view cameras - to all other versions. The Limited includes leather upholstery, the Overland gains the panoramic sunroof and the opulent Summit is almost as well equipped as a top-of-the-line Range Rover - at half the price.

Among the five 2015 Grand Cherokees Beechdale Jeep (01332 494522) had on their stock sale was one priced at £337,000 (presumably an accidental extra zero, or maybe a three!) but better value was the special offer putting a price of just £46,000 on a new Summit, unregistered and with just one mile showing, a clear saving of £6700 over the official list price. Unity of Leicester (01162 831052) had a range of low-mileage Grand Cherokees at good prices, including a 2015 Summit with only 250 miles on it at £48,000, trounced by Arnold Clark of Glasgow (01412 786873) asking only £38,000 for a 202-miler with no suggestion that there's anything wrong with it. Many other outlets had similar low-mileage Summits on offer from £40,000 - no more than you'd pay for a similar nominal-mileage Overland, so why not go for the extra luxury and technology of the range-topper?

If you're not that interested in all that plush luxury Arnold Clark Ashton (01942 504358) was offering a Laredo with 10 miles on it for £28,800, around £9000 off the normal on-the-road price, including tow bar. Less luxury, but you still get cruise control, Bluetooth connectivity with voice control, steering wheel mounted audio controls, SD card slot, iPod connection, DAB digital radio, CD player, rain-sensing windscreen wipers, dual chrome tipped exhausts, chrome roof rails and automatic headlights.



Buying Guide Archive

What are you looking for?

We have run a number of detailed Buyers' Guides, useful if you are thinking of changing your 4x4, or buying for the first time. Back Issues are available by calling 0845 241 5159 or online at: www.4x4i.com

Audi Q7

Issue August 2015

Daihatsu Terios 1997-2005

Issue May 2011

Jeep Grand Cherokee 1999-2004

Issue July 2013

Jeep Grand Cherokee 2005-2010

Issue September 2015

Jeep Wrangler TJ

Issue October 2014

Land Rover Discovery 3

Issue September 2014

Land Rover Freelander

Issue February 2013

Land Rover Freelander 2

Issue April 2014

Nissan Pathfinder

Issue October 2015

Range Rover 1970-1995

Issue January 2013

Range Rover Evoque

Issue July 2015

Range Rover Sport 2005-2012

Issue June 2013

Skoda Yeti

Issue March 2015

Suzuki Grand Vitara

Issue May 2015

Suzuki Jimny

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COMPARISON BUYERS' GUIDES

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Suzuki Jimny v Mitsubishi Pinin

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Club World

MONTHLY CLUB ACTION

What's your club doing? *Louise Limb* goes clubbing to find out what is happening in the 4x4 Club World. If your club has news or forthcoming events it would like us to promote, then just email: 4x4.ed@kelsey.co.uk - marking your message **Club News**



Iceland trip by Wrangler Unlimited

LAST MONTH, WE met Jeep Owners' Club members Peter and Marianne Barlow as they prepared to take their Jeep Wrangler JK Unlimited and their six month old son Luke, on a 3500 mile tour to Iceland's interior and now we can re-join them as they set off for two weeks of variable weather and interesting roads.

Rather than drive up to the Shetlands and embark on a very long sea journey from there, the plan was to take the ferry from the UK to Holland, and then drive the 1000km through Germany, up to the top of Denmark and from there undertake a 48 hour crossing to Seyðisfjörður in Iceland passing by the Shetland and Faroe Islands.

While off-road driving in Iceland is actually illegal, the official 'F' roads provide enough challenge and adventure for most people. Signposts indicate what type of vehicle is recommended and whether hire cars are

permitted on that route. River crossings in particular present problems, as the car will often be running hot prior to entry and then plunge into icy glacial waters. After a week of this, Peter noticed a small dribble of oil from the front differential and discovered that the bolts holding the cover had loosened. A spanner and a small top up of fluid fixed the problem for the remainder of the trip. Back in the UK Peter changed the fluid in both front and back differentials and noticed several small spots where parts had rubbed continuously and in places, the island's volcanic dust had actually abraded the paintwork down to the metal.

Prepared for the unpredictable weather on Iceland, the Barlows hadn't expected so much wonderful sunshine and they considered themselves lucky as one often meets rain, wind and snow all in one summer's day. As ferry space sells out quickly, one cannot easily go to Iceland on a whim. All weathers must be catered for and summer camping shivering in 1degC temperatures beside the Vatnajökull glacier was just what they expected. Campsites varied from rock-strewn fields with nothing but a cold tap, to those with bathrooms, free showers and pizza restaurants on site. The best night though, according to Peter, was the one when they arrived unable to erect the Oz Tent due to high winds and would have had to sleep in the Jeep. With everything from the rear crammed

onto the roof rack six feet of useable space in the back could be cleared. However, instead they were offered space in a large wooden cabin on site which had a communal dormitory and kitchen where they shared their experiences with other, as Peter puts it, 'colourful characters' whose tales of crossing the interior on bicycles involved stripping off trousers, socks and shoes to cross the glacial melt water of the rivers. Brrr! Later they would hear 'some of the loudest snoring you'll hear inside the Arctic Circle'.

The Barlows took in most of the tourist sites, including the mighty Godifoss, Gulfoss and Detifoss waterfalls, the steam fields on Námafjall Hverir, the crater lakes and trudged the 2.4km walk across the snow to the Askja caldera, little Luke in his baby carrier but they were in Iceland to sample a road less travelled so limited these visits. Instead they took a well-known trail around the back of the Mýrdsalsjökull glacier, which features a particularly adventurous river crossing where the F261 meets the F210. Phoning the authorities in advance from Reykjavik they could check the conditions and decided whether to chance the crossing. In the event the water was fairly low, only reaching the top of the wheel arches, but it was reassuring to have the snorkel if necessary, as Peter didn't want his family to be stranded in a river many miles from civilisation. Peter felt that day was possibly the highlight of the tour, partly because in the course of a five-hour trail they only met two or three other 4x4s and no tour buses at all. They also felt they'd been allowed access to a secret Iceland, forever stopping to capture breathtaking views of every possible kind and none of which they'd seen in any brochure or guide. Peter's advice to anyone considering a trip is to plan carefully and avail yourself of all the information you can get, balance the trip between tourist sites so you don't miss them and the more adventurous areas, and above all, 'keep yourself informed and keep exploring.'

The photographs are by Peter Barlow: www.jeepowners.club



Northeastern 2006 Range Rover gets mucky

BACK IN JULY, North East Rover Owners' Club members were treated to a day out across some of Northumberland's finest countryside in the high upper reaches of the Pennines, west of Consett. Stephen Busby writes in club journal, Northern Exposure, the lanes around Slaley Forest are mainly gentle and the day was aimed at attracting novice drivers. In line with the greenlane code small groups set off from Carterway Heads at the junction of the A68 and the B6278 including a Land Rover 110, a few 90s, one with full external roll cage and nominated 'tail end Charlie' in case anyone required recovery plus a very shiny silver Range Rover.

With everyone taking turns to drive, including those less used to off-roading, the lanes presented a variety of challenges, hard packed clay thankfully dry, and some quite interesting rutted sections to familiarise

novices with a few challenging sections. Later in the day the convoy took a turn away from open moorland into woods, many routes in the forest having Traffic Regulation Orders to protect logging operations. Faced with an overgrown lane and some very deep ruts the now muddy Range Rover decided to pass on the risk of adding deeply scratched paint and potentially expensive repairs to its livery and met the group later. As Stephen Busby, the Green Lane Officer in his Defender noted, 'you have to trust the ruts to guide you to the end'. Ice cream breaks kept the young children happy and the club did their good Land Rover deed for the day when a pair in a Nissan, out on their own had become lost. NERO persuaded them to tag along and gave them their contact details, after one of the chaps said they were thinking of buying a Defender!

Photographs: www.nero.org.uk



Gala time for Dorset Land Rover Club

SUMMERTIME FUN WAS on the menu when Dorset Land Rover Club took itself to Stevens Farm at Martinstown near Dorchester for its annual Gala weekend. As well as camping in the company of like-minded souls and all the usual Land Rover orientated activities, a Gymkhana on the Saturday and Treasure Hunt on the Sunday ensured that participants were kept fully occupied.

Despite the torrential rain and unwelcome light show courtesy of thunderstorms, blindfold driving sections, a slalom to test reversing skills and various games involving balls, nets and jugs of (yet more) water, the club had a marvellous time. A few cheating most ingeniously, by removing doors to make filling the water jugs easier, to co-pilots being

tied into the backs of Land Rovers. Without photos only the imagination can fill the gaps here, but a highly successful Saturday evening barbeque and £350 raised for the local charity Julia's House needs no picture to appreciate.

The Sunday treasure hunt took in views of the amazing Cerne Abbas giant and at least one Defender, a V8 90, becoming stuck on Chesil beach, the journey on the hunt was possibly as entertaining as the treasure and the clues. Cream teas all round ended the weekend in Dorset style.

If you want to join in the fun, Dorset Land Rover Club is a very welcoming family club for everyone who owns a vehicle with a Land Rover badge stuck on somewhere. Visit www.dorsetrover.co.uk



BUYING USED

Land Rover Discovery 4

LAST OF THE ICONS

The all-new high-tech Discovery will be an automotive tour de force, but for those who favour genuine all-terrain capability and superior practicality, the current Discovery 4 will be hard to beat. Buy one now before it's too late

TARGET RANGE: £50,000



With an all-new high-tech, futuristically modern Discovery on the way, you'd think Land Rover dealers would be falling over themselves to shed remaining stocks of new and nearly new Discoverys still in their showrooms and on their forecourts, but a check of prices being asked suggests that they're hardly being given away. There's good reason for that. The all-new Discovery may be an exciting prospect, but it's unquestionably been designed to compete with other premium road-biased luxury SUVs, aimed at outclassing the BMW X5, the Volkswagen Touareg, Mercedes-Benz GLE and the like. Some would argue that the Discovery 4 had already achieved that, but only in the eyes of enthusiasts who appreciate its iconic styling, the dominating road presence,

and the unbeatable off-road competence. There are, however, vastly more wealthy people the world over - and Land Rover is now firmly established as a world brand - who have neither the need nor the interest to drive off-road, and seek style, refinement, performance and cossetting luxury in a purely road car, people for whom the current Discovery just looks too bulky and feels too heavy, an automotive dinosaur clinging to its primitive off-road values. The new Discovery will also be an good off-road machine in the same way the Range Rover and the new Discovery Sport are, but that's a by-the-way factor, just as it is with its other premium rivals.

The new Discovery is still a big car, still a seven-seater, and the styling is still eye-catching enough for it to stand out among the mass of blander-styled rivals, but - like the Range Rover ➤



BUYING USED

Land Rover Discovery 4

◀ Evoque - it inspires thoughts of performance and high-street image rather than mud-plugging practicality; it's lost the iconic styling themes that so caught the public imagination at the launch of the original Discovery in 1989 and has continued to do so through three more generations. The Discovery 4 may not appeal to the mass of luxury car devotees, but for anyone who does want a car that not only has class-leading off-road capability but also looks the part, not to mention boasting as much modern electronic wizardry as anyone actually needs, as well as superb estate car and seven-seater capability, it's the only sensible choice.

The power plant of choice is the lusty 3.0-litre Jaguar turbodiesel, boasting a lively 241bhp while the 443lb ft available from a lowly 2000rpm made it the industry's torquiest six-cylinder passenger car diesel at the time of its launch. The twin-turbo set-up give it better emissions and even better fuel economy than the 2.7 TDV6. Four-wheel drive is permanent, with low range selectable for tough off-road conditions, backed up by an enhanced version of Land Rover's acclaimed terrain response system that includes a 'sand launch' control which prevents the wheels from digging in when driving

Above: The Discovery has a quality, and very comfortable interior

Below: Given our very wet winters, the Discovery's wading abilities are welcome



away in soft sand. The hill descent control also has 'gradient release control' which keeps down initial acceleration to reduce the fear factor of descending very steep inclines.

The Discovery has always impressed us as a towing vehicle, so we're hardly surprised at its continuing success in Tow Car of the Year awards; trailer stability assist is naturally included.

The 2.7 TDV6 was an option in the base GS, both it and the 3.0 TDV6 originally being available with six-speed manual or six-speed automatic transmission, though the manual proved unpopular and was later dropped. A

slimming of the range in 2012 saw the inevitable introduction of the more powerful SDV6 twin-turbo diesel matched to an eight-speed automatic, a combination that not only delivers usefully more power and performance, but also manages to outclass the earlier engines in its low CO2 output; it also allows the fuel-saving start/stop feature. The new gearbox coincided with the introduction of a rotary-knob gear selector – which lies flush to the centre console until the ignition is switched on, whereupon it rises to a usable position, backed up by paddle-type selectors on the steering wheel.





OUR VERDICTS

Our first chance to savour the dynamic delights of the Discovery 4 was for our 4x4 Of The Year contest for 2010, featured in the January edition of that year – and it will come as no surprise that it outclassed all others to emerge the overall winner. That's even though we'd focused on "value for money" in picking the various category winners on that occasion, which could have been enough to put the Discovery out on cost alone, except that we were so struck by its overall on-road and off-road competence and the sheer feeling of elegance and luxury we experienced while driving it. As for value, the Discovery seemed like a bargain compared with the 2010 Range

Rover, which at a fiver short of 80 grand impressed us as, "the finest car Solihull has ever built and undoubtedly one of the best cars in the world today." We commented: "It's a 4x4 that few will afford, so with the Range Rover too much of an elitist choice there was only one other car in the running. The Discovery also costs a chunk of money, but sit in a Shogun or a new Land Cruiser and then sit in a Discovery and you'll appreciate that some things in life are worth paying that bit extra for."

There was more reason for our excitement over the Discovery than the smart interior. "On the road the 3.0-litre engine and improved suspension have transformed the Discovery, and it's finally able to return decent fuel economy.



Top and left:
Later models
have smartphone
capabilities

Off-road it remains the peerless off-roader that other manufacturers must aspire to. Put a set of aggressive tyres on a Discovery and it'll run rings around the Defender. It is, in short, one of the best off-road cars in the world."

The Discovery returned in our May 2010 edition when we pitted a 3.0 TDV6 HSE against a Toyota Land Cruiser on an off-road site at Bala in Wales. We had nothing but praise for the Land Rover's effectiveness: "On-road improvements have not affected its off-roading ability. Our Bala test site provided some extremely greasy, deep mud ruts, equally greasy steep descents and ascents plus some deep water for wading. Land Rover's Terrain Response in mud and ruts

BUYING USED

Land Rover Discovery 4



◀ mode just ate up the sticky, boggy Bala terrain with no slippage or hiccup whatsoever. Shod on standard road tyres and weighing the equivalent of a small bungalow, you'd possibly expect some difficulty in such boggy terrain – the Land Cruiser did struggle – but the Discovery didn't bat an eyelid."

The revised interior, styled more to match that of the Range Rover, also impressed us: "A sweeping dash line and a plethora of soft leather and velour trim around the windows and brushed chrome plus the more refined wood effect all create a luxury feel. The seats have good lumbar support and there's plenty of seat adjustment and all the controls are well laid out and easy to locate. The Discovery is not cheap but you get a lot of performance and style for your money." Our verdict at that time summed it up: "The Discovery hasn't won so many plaudits and awards for nothing. It has raised the 4x4 bar a huge notch by making it hard for others to compete."

The Discovery won the 2011 4x4 Of The Year contest as well with the verdict: "This is a 4x4 you will enjoy driving every day; throw in seven adult seats, class-leading off-road performance and a 3.5-tonne towing capacity and the Discovery adds up to the perfect 4x4 package that nothing

Square jawed and purposeful, there is no other off-roader like the Discovery





else can beat." You'd think that by now our enthusiasm for the car would have eased, but the continuing upward transformation of Land Rover products generally means the only real competition the Discovery still has comes from its own stablemates; by 2013 the only car that could beat it in our 4x4 Of The Year contest was the Range Rover Evoque, because it was excitingly new, stylish and quick, but by no means as complete an off-road package as the Discovery. Certainly by last year's contest its age was beginning to tell, but not by much - apart from the winning Range Rover Sport and second-placed Range Rover only the Jeep Grand Cherokee scored more points in the Prestige group, and that was largely because the Jeep was cheaper, not a better car to drive, nor more practical or ultimately classier.

WHICH ONE TO BUY

The GS was the original entry level, with SX an equipment-enhanced mid-ranger and the HSE the luxury range-leader.

Entry-level does not mean basic; the upholstery of the 2.7-litre TDV6 GS seven seater may be cloth rather than leather, but the wheels are smart 18inch alloys and the specification includes all the main technological advances including the all-independent air suspension, terrain response, dynamic stability control with trailer stability assist, Bluetooth phone system, five inch TFT information display and keyless push button start. The 2.7 was the most affordable option, but not a popular one so rare second-hand; expect to pay up to £20,000 for a well-maintained early example, for instance £19,950 was being asked for a green 66,000-mile 2010 example at Cambrian Garages of Aberystwyth (01970 580958). However, even though the 3.0 TDV6 GS is a step up the equipment scale with its 19inch seven-spoke alloys and an adaptive feature on the automatic transmission, it needn't be costlier, we've seen higher-mileage examples on offer from £17,000. It's worth looking for

Above and below:
Capable and comfortable both on and off the road

Specifications

Land Rover Discovery 4

2.7 TDV6

Engine: 6cyl/2720cc

Power: 188bhp@4000rpm

Torque: 324lb ft@2000rpm

3.0 TDV6

Engine: 6cyl/2993cc

Power: 241bhp@4000rpm

Torque: 443lb ft@2000rpm

3.0 SDV6

Engine: 6cyl/2993cc

Power: 251bhp@4000rpm

Torque: 443lb ft@1750rpm

Transmission: Six-speed manual

Six-speed/Eight-speed automatic

4WD: Permanent, dual range

Suspension:

Front: Independent, air springs

Rear: Independent, air springs

Brakes: Ventilated discs front and rear

Length: 4835mm

Width: 2190mm

Height: 1841mm

Weight: 2587-2700kg

Towing capacity: 3500kg

something special, though, like the gleaming forest green 10-plated car with the optional leather upholstery, 63,000 miles and a full service history, going for £20,990 at Edwards Car Company of Corsham, Wiltshire (01225 744920).

The 3.0-litre TDV6 XS boasts roof rails and edges into luxury territory with leather upholstery, the seats being manually adjustable but featuring heating for the driver and front passenger. Other features include cruise control, front park distance warning, front fog lamps, automatic



BUYING USED

Land Rover Discovery 4



◀ headlights, rain sensing windscreen wipers, a nine-speaker Harman/Kardon audio system, touch-screen hard-disc drive navigation and an iPod/USB connectivity module. Prices will vary significantly depending on what options were fitted; £37,000 would get you a manufacturer-approved 2013 model in Corris Grey with 20,000 miles, bright pack including 20inch alloys, and DAB digital radio from Grange Land Rover in Barnet (0208 226 3220), or pay £30,997 for an immaculate Nara Bronze 25,000-miler with full service history from Guy Salmon of Stafford (01785 292840).

The HSE steps up the equipment with 19inch seven spoke alloys, xenon headlamps with automatic high beam assist, a rear view camera with parking aid, keyless entry, electric front sunroof and two fixed glass rear 'Alpine' roof panels, premium Windsor leather upholstery, eight-way adjustable electric driver and passenger seats including electric adjustment for the driver's side bolsters. There's a hard-drive satellite navigation system with voice control, and the Harman/Kardon audio is a premium system with 14 speakers and high-power amplifier. This was also the most popular choice so will be more

Above: For many, it's the Discovery's excellent towing abilities that make it the ideal purchase

common second-hand, it's worth looking out for a post-2012 model which will have the mighty 251bhp SDV6 turbodiesel engine with the eight-speed ZF transmission, not to mention the 17-speaker enhancement to the Harman/Kardon audio setup with its massive 825-Watt amp. Unique Prestige of Hoddesdon, Hertfordshire (01992 465533) had a £27,990 price tag on a superb-looking grey 2012 one-owner 75,000-miler with cream leather, side steps and tow bar; I.C.E.Motor of Merstham, Surrey, (01737 644955) were asking £34,995 for a gleaming black 2013 example with just 35,000 miles, side steps, privacy glass and rear-seat DVD players with twin headsets and games consoles.

The current range has the cloth-upholstered SE as the base model, again these are thin on the ground, the £39,995 being asked by Lookers of Chelmsford (0844 659 3846) for a 2015 model, a one-owner car with 5000 miles on it - quite likely a demonstrator - may seem a lot considering the new list price for an SE is £41,600 on the road, but it does have the optional leather (worth £1575). More common are SE Tech versions which have leather upholstery, satnav and front parking sensors, Wimbledon Land Rover (0208 128 1143) were asking £41,990 for a Fuji White 2015 example with 4000 miles, a fair drop from the original £47,500 new list price. The HSE adds a sunroof, but the most prestigious of all is the HSE Luxury, which includes the front and rear camera, pay £40,000 for a 2014 model with 40,000 miles or give



Taggarts of Glasgow (0844 659 6914) £58,990 - £1000 off the list price - for a new Yulong White car with the £800 Black Pack of gloss 20inch wheels, black grille and privacy glass.

LOOK OUT FOR ENGINE

Reliability is generally good, but turbocharger seals can fail calling for ridiculously expensive repairs, so ensure that the engine runs smoothly and doesn't make unexpected hissing or whining noises – all the more reason to be wary of examples being sold cheaply privately or at auction, it's worth paying the extra for an 'approved' car from a main dealer and make sure any warranty cover includes turbo failure. As with any turbocharged engine, it's recommended that the engine should be left to idle after a run before switching off to let the turbo cool down gradually. Note also that a cam belt change is due at around 100,000 miles, and since this isn't a simple operation on these turbodiesel engines a full service including cam belt change will cost around £1000 at a main dealer, so bear that in mind when buying a car close to that mileage.

DRIVETRAIN

Though manual gearboxes were available on some early examples they're rare; if you find one make sure the change quality is slick and positive, and if you feel any shuddering or vibration when engaging the clutch walk away because it may point to impending failure of the dual-mass flywheel. Most cars at the £25,000 level will have the earlier six-speed automatic, and there shouldn't be any problems with this in cars of this age – even so, check that there isn't a transmission warning light aglow among the dashboard indicators, see that changes are smooth and kickdown responsive. Check that low range selection works properly, some cars may never have had low range engaged. Later cars with the eight-speed transmission may have the start/stop function, check that it works.

CHASSIS

Check that the car sits level on its air suspension and that the height adjustment function works, since compressors have been known to fail. Listen for knocking noises from the front suspension; the wishbones have

complex hydraulic bushes that are prone to damage and are expensive to replace. On higher-mileage cars check the state of the brake discs and argue £500 off the asking price if they look excessively worn or scored. Check that the electro-mechanical parking brake works properly – if it doesn't, or makes screeching noises when you apply it, walk away because repairs are expensive.

BODY AND INTERIOR

Corrosion or fading paintwork is unlikely to be a problem on cars just a few years old, so the main thing to look for is accidental damage; for instance there might be signs of overspray under the bonnet if a wing has been replaced. Also check the sills for signs that the car has been subjected to over-enthusiastic off-roading. On high-end versions make sure the optional surround camera system works properly and that the intensity of the image on the TFT screen is correct, and while you're about it make sure the parking indicators, particularly those in front, do work. Also make sure the rear seat-folding mechanisms work smoothly. **4x4**

Or you could consider...



VOLKSWAGEN TOUAREG

This is one of the smart luxury estates that the new Discovery seeks to displace, but with its soft and ultimately forgettable urban styling it's a very different type of SUV from the current Discovery. Blisteringly quick in 4.2-litre petrol V8 form, economical with the 3.0-litre turbodiesel, the Touareg is an ideal choice for anyone who wants a prestigious car with good road manners and good towing ability, but without the 'look at me' highway presence of the far more charismatic Land Rover. It's as good off-road as any other pretentious road-biased modern premium crossover. Latest models come only with turbodiesel power, even the base SE is leather-upholstered and features a fuel-saving coasting function on the 8-speed automatic. Comfortable and luxuriously outfitted, the Touareg loses out only in not having a seven-seat option; look for nearly-new low-mileage deals on SE and R-Line models under £40,000.



JEEP GRAND CHEROKEE OVERLAND

This very American looking estate may not seem to be the obvious alternative to the Discovery but the Grand has much to offer as an all-round SUV, as competent off-road as it is on tarmac. The fact that it shares much of its drive train with the Mercedes M-Class may provoke some additional interest, though current versions have dropped the Mercedes CRD turbodiesel in favour of the efficient and powerful VM-built Fiat Multijet II V6 unit. Like the Discovery it has a form of terrain response, height-adjustable air suspension, hill descent control and traction controls, while convenience features include a rear parking-aid camera and a panoramic sunroof. The luxurious leather-clad interior of the range-topping Summit, with its cutting-edge electronic driving aids, suits the £52,000 new-car price which puts it right in upper Discovery territory, but bargains abound in the form of the many nearly-new 2015 examples available for around £42,000.



TOYOTA LAND CRUISER

On the face of it the Toyota has almost as much to offer as the Discovery, but appearances can be deceptive - from behind the wheel it feels disappointingly dated, as if Toyota are afraid of developing it too far from its off-roading roots. Latest versions use a new super-efficient 2.8-litre four-cylinder turbodiesel engine, economical but hardly exciting in the performance department. Good equipment includes a copycat terrain response system and top models have surround-view cameras, electrically modulated suspension and a premium 14-speaker hi-fi system. The Land Cruiser also offers seven seats in its higher-specification versions and although the tailgate is a one-piece lift-up type the glass window panel can be lifted separately for convenience when loading small items. It's not exactly a cheap alternative to the Discovery, but look out for good offers as dealers seek to clear stocks of 2015 models with the older 3.0-litre turbodiesel.

ODDBALLS

FORGOTTEN 4X4S

VOLKSWAGEN GOLF COUNTRY

The short-lived Golf Country was arguably ahead of its time, setting a trend that helped to create today's crossover sector. Paul Guinness takes a look at this most useful of VWs

Volkswagen was doing rather well for itself by the late '80s, particularly with its second-generation version of the Golf, which since 1983 had been selling spectacularly well throughout Europe and beyond. It had built upon the success of the MkI Golf, reinforcing VW's reputation as a manufacturer of top-quality family-friendly models. When it came to all-wheel drive technology, however, the company wasn't exactly a pioneer... or was it?

The German giant did indeed dip its corporate toe into the 4x4 waters of the '80s, albeit via collaboration with all-wheel drive specialist Steyr-Daimler-Puch. The Austrian firm had been involved in 4x4 conversions for many years, its most recent being the 1983-on Panda 4x4 produced on behalf of Fiat. And so it made sense for Volkswagen to follow suit when contemplating its own four-wheel drive launch.

The first result was the Golf Syncro of 1986, a road-biased 4x4 with a viscous coupling and flexible amounts of torque between its front and rear axles. With its regular ground clearance and 1.8-litre petrol engine, the emphasis was on driver appeal combined with useful extra grip in wintry conditions. But surely there was more potential when it came to the concept of a Golf 4x4?

Indeed there was, which is why the 1989 Geneva Motor Show saw Volkswagen unveiling what you see here: the Golf Country, employing an adaptation of the Syncro's 4x4 set-up combined with 21cm of increased ride height for decent off-road potential. The production version of the Country (available throughout much of Europe from early 1990) featured front and rear bull bars as standard, as well as sump protection, a subframe to protect the diff, plus an external rear-mounted spare wheel on a swing-away frame. The end product was tough and distinctive looking, giving VW a handy leg-up into the rapidly expanding 4x4 sector of the time.

The Golf Country was only ever produced in left-hand drive, which explains why official UK imports never began. Elsewhere though, the Country proved to be quite a hit (particularly in Europe's snowiest regions), with around 3000 produced during its short career. Drivers loved them too, with eager performance from the Country's 98bhp 1.8 petrol lump, making this the ideal car for anyone seeking some useful 'oomph' combined with a modicum of go-anywhere ability.

Despite such success, however, the Country concept wasn't revived for the 1991-on MkIII Golf, leaving this MkII-based version as a unique model in VW history. Volkswagen has gone on, of course, to be a major player in the crossover and SUV sectors of the market, and yet it was with a converted MkII Golf that the process arguably began. **4x4**



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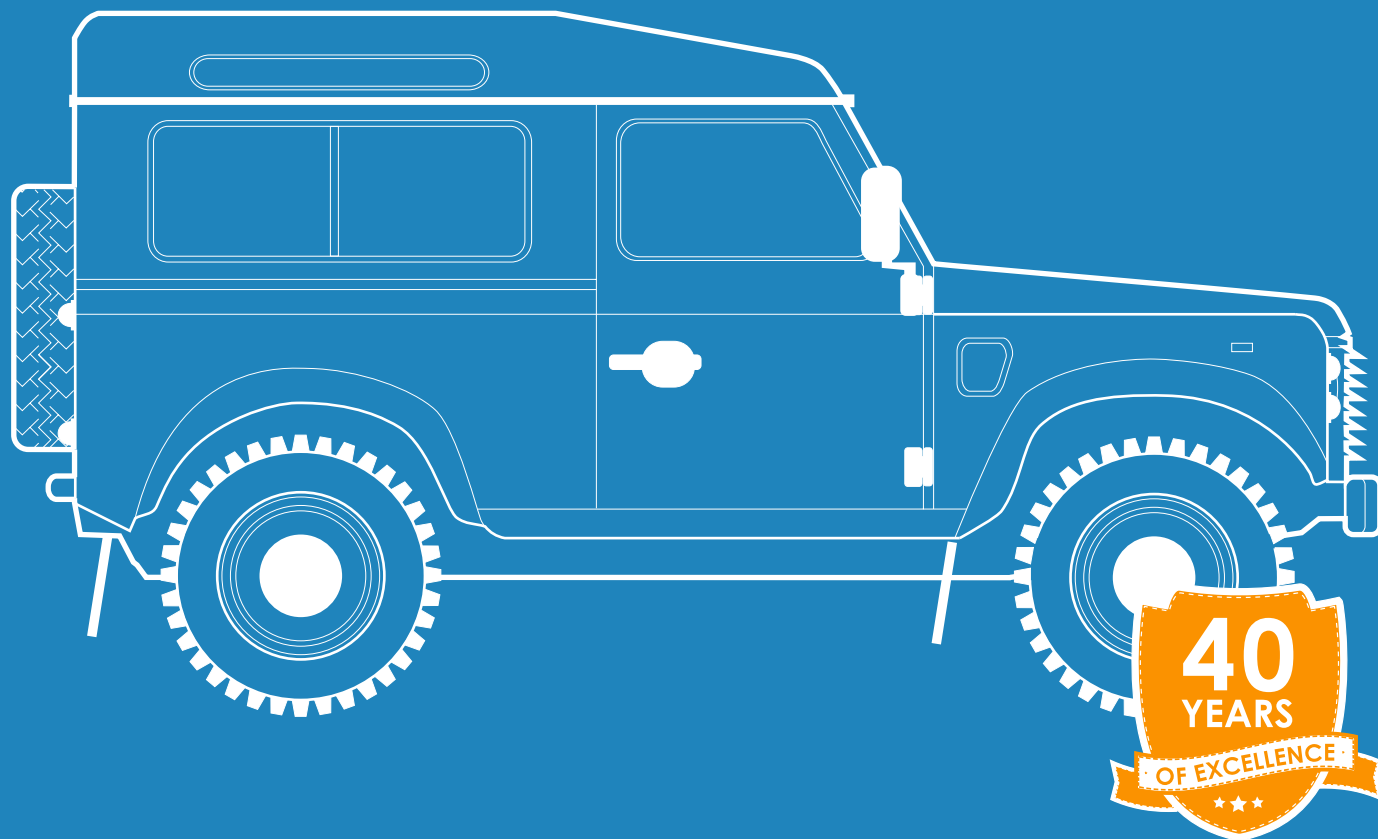
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1993, £1,500. LWB dropside, 2 litre petrol with aluminium ramps. As new, for transporting Fergi tractor to shows. Seven months MoT. Very good condition. Northants. 01536 358377 (PB)

JEEP

CHEROKEE



1995, 81,000 miles, £500 or sensible offer. 4.0-litre automatic, has been off-road so not a pristine luxury 4x4, a/c doesn't work, dash/lights don't work (probably the switch is faulty, spare provided if you want), quite clean and drives well, with a little TLC would make a great working estate, but ideal as an off road fun car, engine and transmission still good, no significant rust, MoT to January. Kent. 01634 238978 (SN)

GRAND CHEROKEE LIMITED



1999, £1,000 ono. 12 Months MoT service history, maroon, leather up holsters, dog guard, tow bar. Over £1,000 spent on maintenance (Brakes, Sump pan etc.) In past 12 months. New job forces sale. Northamptonshire. 07873 775705 (SN)

GRAND CHEROKEE XJ



1997, 120,000 miles, £1,595 ono. Black, 4.0l petrol/lpg automatic, service history, MoT until may 2016, leather seats, everything electric, ac, tow bar, cheap to run (Ipswich to Luton airport and back=£40), cheap to tax (only £20 per month). Suffolk. 07549 586913 (SN)

WRANGLER SAHARA

1998, 68,000 miles, £4,995. 4 litre, auto, LPG conversion, service history, black tan trim, long MoT, good condition throughout. Devon. 07831 406310

LAND ROVER

109

1968, £1,250 ono. Lwb Harvey Frost crane front winch gbox driven, need tlc. Powys. 01497 821400

DEFENDER



1991, 111,000 miles, £3,600. 200 series. MoT September 2015. Good condition. Cumbria. 07971 230709 (SN)

DEFENDER



2006, 93,000 miles, £13,500. Two owners from new, re-mapped(auto logic) 285 x 75 x 16 BFG tyres, new gearbox, wax oiled, twin 100 Watt spots, warn winch, AFN winch bumper with recovery points, winch remote also wired to dash control, military rear bumperettes, tow bar with electrics, safari snorkel fully water proof, ARB rock slider side bars, updated stereo system with amp/3 base speakers, radio, CD, regularly serviced, custom roof rack for spare wheel, drives superbly. MoT May 2016. Sussex. 07802 582826 (SN)

DEFENDER 110

1984, 107,000 miles, £3,600. Marine blue, truck cab, Ivor Williams hood, tow hitch, 3 original seats plus belts, 2.8 Isuzu turbo engine diesel, June 2015 MoT, 1 owner. Pembrokeshire. 07966 524206

DISCOVERY



1996, £2,995. 2.5 diesel turbo, recent head skimmed, valves, water pump, thermostat, front shocks, brake pads, wiper blades, battery, tow bar, radio CD, economic sort after model with 11 months MoT. North Yorks. 07851 837752

DISCOVERY



2003, £4,995. Excellent condition for year, MoTd and just having a full service, for further info call. Lancashire. 0161 682 0568 or 07903 458974

LAND ROVER



1976, £1,850 ono. Pick-up based on 1976 lightweight. MoT June. Original chassis. Rear tub. Bulkhead. New parts, too many to list. Nice runner. 21/4 petrol. 12V electrics. Sorry no soft top. Somerset. 01934 515862 (PB)

SERIES 2A

1967, £5,500. Petrol, swb, Farey overdrive, FW hubs, hardtop with windows, galvanised chassis + rebuild 10 years ago, historic road tax. Midlothian. 01316 697033

SERIES 3 DIESEL



1978, £POA. Reg TEE 402T. Full MoT, galvanised chassis, engine overhaul, rewired, free wheel hubs, overdrive, new swivel hubs, new seats, clutch kit, bulk head rebuilt, full set of chassis up rebuild photos on request. northernmicroplant@gmail.com. Manchester. 01616 886008 or 07749 866756

SERIES I



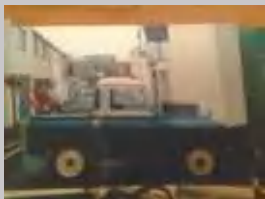
1954, £4,750 ono. 20l petrol. Tax and MoT exempt. Family owned for 28 years. Good condition for year. Needs TLC. Need quick sale, no time on my hands. Derbyshire. 07432 480076 (PB)

SERIES IIA



1965, £3,450. SWB. Petrol. Overdrive. FWH. Excellent Chassis & Bulkhead. 7 Seats. Drives Superb. Genuine Series 2A with faultless engine & gearbox. MoT. Lancashire. 07980 336922 (SN)

SERIES IIA LWB RECOVERY/ PICKUP



1965, 50,000 miles, £4,500. Fitted Harvey frost crane excellent condition 12month MoT. Overdrive freewheeling hubs power steering. Must be seen drive away. Crane can be removed if required. Devon. 07932 645544 / 01626 438876 (SN)

SERIES III



1976, £4,950. Petrol, overdrive, hardtop with windows. 7 Seats. New Tyres. Good Chassis. Excellent Body no dents MoT March 2016. Lancashire. 01253 811073

SERIES III



1972, £3,500. 2286cc Petrol. New tyres. Good work horse, still being used for work round the village. MoT valid to December 7th. 01582 882354 (SN)

SERIES III SWB



1983, 90,000 miles, £3,995. Station wagon, A reg, safari roof, 2.25 petrol, 12 months MoT, waxoiled chassis, excellent condition. Cheshire. 07500 223408 (SN)

SWB HYBRID V8 AUTO

1971, £3,500. SWB Hybrid V8 auto. Roll cage, big wheels and tyres. Full harness seatbelts. Tax exempt. MoT till Oct 2015. Range Rover chassis coil sprung disc brakes all round. Sell or swap for Mk3 Zephyr 6 auto. Must be a runner. Lancashire. 01204 302686

MITSUBISHI

SHOGUN 3.2 DI/D



£1,850. Automatic. 51 reg. Blue/Silver. SWB. 2 door. 5 good tyres. All electric. Very clean motor. Seller will have a full MoT done. Do not text/ just call and/leave a message. I will call back. Any questions please ask. Bradford. 07501 062656 (SN)

WARRIOR



2003, £4,000. New MoT, 4.4 diesel, new battery, exhaust, complete dampers, Ivor Williams Livestock canopy, good as new garaged truck. Hants. 023 9225 4465

RANGE ROVER

2.5 DHSE

2002, 110,000 miles, £5,999. Auto, 4 door, 4x4, P38, power steering, electric windows & seats, memory seats, remote control locking, ABS, electric sunroof, full leather interior, cruise control, alarm. Photo on website. By appointment only (please do not text or email). 02380 766870 or 07545 703474

25E 4.5 AUTO



1993/94, 86,334 miles, £8,000 ono. Leather seats, walnut dash sunroof, automatic, taxed, MoTd. British racing green. From new original hubs, new exhaust, air bag, back window. Herts. 07971 005737 / 01279 722777 (SN)

4.0 V8 AUTO



150,000 miles, £2,150. With LPG 1999 T plate. Lovely condition. Power windows, steering, a/c. Tow bar. Just serviced with Lots of service history/ receipts. New suspension air bags. Long mot. Norfolk. 01692631033 or 07500543420 (SN)

CLASSIC H-REG

£600 ono. 3.9 V8 Automatic. All Good Parts-But body work gone. Ideal for spares or off roading. Wales. 07975 825696 (SN)

MK1 CONVERTIBLE



1979, 36,600 miles, £3,300.

Cabana limited edition, TDi engine fitted at 28,000 miles, bills for over £1,100 from 4x4 specialist including new clutch. Surrey. 07984 469856

VOGUE

1994, 90,000 miles, £7,995. SE A 3-9 SE, auto, 5 door estate, blue, soft dash model in metallic blue with full grey leather and electric seats, electric windows, electric sunroof, central locking, alloys, ABS. Photo on website. By appointment only (please do not text or email). 02380 766870 or 07545 703474

TOYOTA

HILUX

1996, £2,500. Twin cab, with big wheels and tyres, side step, rear ball bar, spares or repair. Berkshire. 07503 646379 (SN)

LAND CRUISER BJ42



1984, 270,000 miles, £14,000.

Very rare, RHD, PAS, 5 speed, 3.4ltr diesel. MoT til April 2016. Good condition for age. Ill health forces sale. Cornwall. 07583 539271 (SN)

LANDCRUISER



2001, 136,137 miles, £3,750. Colorado GX. 1 year MoT. New tyres, batteries, brakes, ball and pin tow hitch. Air con, e/w, e/m, central locking, radio/cassette with 10 CD changer. All in good working order. With a few scuffs and marks from general use. Can deliver at cost. Lincolnshire. 07860 655984 (PB)

LANDCRUISER II



1995, 128,272 miles, £3,795. 3 Doors Manual Diesel, Red MoT 15/09/15. Overall good condition to body and interior. Wheel bearing in front driver will need attention. 01945 773871 (SN)

WILLYS

EX SWISS ARMY JEEP

1945, £11,000 ono. Pulling and starting planes, good condition tnt exempt, gear with pulley, 5 new tyres, extra strong chassis, four times stronger than usual, transmission the same, good runner. Lincolnshire. 01522 722935 (SN)

JEEP



1945, £1,100 ono. Ex Swiss army for pulling and starting planes. Good condition. Gears with pulley, 5 new tyres, extra chassis 4 times stronger. Transmission the same. Good runner. Lincolnshire. 01522 722935 (SN)

JEEP M368A



1960, £15,000. Original Vietnam Military police vehicle, restoration completed in 2012, excellent condition and driver with full mot, complete with armoury, ready to show or play. 07956 442053 (SN)

KNIGHT SEDAN



1926, £15,000. Petrol black gangster car. Bodywork excellent interior original but need updating. No offers. Full history letters paperwork old logbooks. 07552 718657 (SN)

M36



£15,000. Restoration completed 2012, ex Vietnam military police, excellent condition and driver with full mot, complete with armoury, tools, etc, ready to show or play. 07956 442053

WILLYS JEEP



1992, 54,000 miles, £5,850. Soft top, silver recent full service, locking front hubs, low high range two or four wheel drive. Based on jeeps CJ-3b alloy wheels full weather gear removable in minutes roll bar spots and dateless plate. Norfolk. 01953 600109 (SN)

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1991, 115,000 miles, £1,555. V6 auto, tow bar, 8 seats, MoT November, sound engine and gearbox, good condition in and out, reliable daily driver, no rust. Surrey. 01932 769676

SCAMMELL EXPLORER



1955, £17,750. 6x6, Meadows Petrol Engine, In complete working order, Ex army model. Lancashire. 07836 579872 (SN)

STEPSIDE



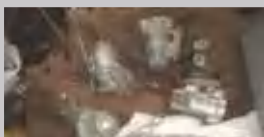
1964, £9,500. Full MoT. Ready to drive away, only driven 2 days since imported. Lots new stuff inc Ball joints, springs, battery, wood bed etc; over 3000 spent. Taxed MoTd, registered. Call for details and quick sale. 07774 322110 (SN)

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AWD 21-16

1990, £POA. Perkins Phaser engined header tank and under bumper air dam. Also TK head lining. Cheshire. 01270 820568 (PB)

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ISUZU D-MAX TAILGATE

2002, £70. New and unused in primer, boxed, cost £140 plus VAT, price plus postage. Dorset. 07966 139773

JEEP CHEROKEE SPARES

£POA. Phone for your requirements. Leicestershire. 01530 230013 (SN)

LAND ROVER



£25 + post. Rear step. Not new but works. Can collect from near Manchester airport. Manchester. 07711 513304 (PB)

LAND ROVER 300 TDI ENGINE AND GEARBOX



£575. Complete unit. Recent service, water pump and belt. Can be heard running and even driven at the moment. Complete with all ancillaries. View/collect Southampton area. Hampshire. 07971 530398 (SN)

LAND ROVER SERIES II

1973, £300 the lot. Hardtop, less engine, gearbox and wheels. For rebuild or parts, all aluminium. This could be a road tax free vehicle restored. Staffordshire. 01538 266215

LANDROVER DISCOVERY/DEFENDER

£295. Tyre and wheel set. 2 Kumho road venture kit. 2 Wildcat EXT MT. 1 remould MT. Shropshire. 01691 656031 (PB)

MASTER CYLINDER



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MINTEX MFR 396AF REAR ALFA ROMEO 33 1700IE

£Various. 1700 4x4 1986on, 1800TD 1987on, sportwagon. 1986on £5, Belaco LS187 rear Austin Healey & MG Sprite & Midget 1963/1967, Belaco LS242 front Mini 850, 1000 etc 1965on Elf & Hornet 1963/1969 £5, Ferado FSB268 rear Citroen ZX (BENDIX) 2/1994 on 1.4, 1.6, 1.8, & 1.9TD. Peugeot 306 1.8xt / 1993, 405 all models. Supra steering rack boot kit MB20 Renault R4 1961on, R5 1972on, R6 1969on £5, Unipart. GHB 128/129 Austin A 35 & A40 Sprite 1959/1968 etc £5. all items plus p&p. JUNEMSPONG@aol.com (SN)

PARTS FOR SALE MITSUBISHI L200 WHEELS AND TYRES



2010, £150. Four very good condition Bridgestone Dueller H/T 689 205/80R 16 104S tyres with 7mm tread on balanced 16 inch steel six stud wheels with centre cap. Harpford, Devon. 01395 488304 (SN)

RANGE ROVER CLASSIC

£250 ono. New tailgate. Finished in Plymouth blue and correct decal. Lancashire. 07969 893266 (PB)

TYRES 4X4

0 miles, £POA. One LT 265/75R16 10mm tread. MXS Maxxis Bravo, £10. One L65/70R16 7mm tread. MXS BG Goodrich Altima t/a, £5. Oswestry. Shropshire. 01691 656031 (RB)

WANTED

ALL FORD RANGER TRUCKS



Wanted. Any year petrol or Diesel mot or not we collect good prices paid. (T). 07775 998628 (JW)

ALL NISSAN CABSTAR TRUCKS



Wanted. Any year condition running or not top prices paid we collect all over UK. (T). 07775 998628 (JW)

ALL TOYOTA HILUX TRUCKS



Wanted. Petrol or diesel two or four wheel drive clean or rusty top prices paid. (T). 07775 998628 (JW)

ALL VAUXHALL BRAVA TRUCKS AND ISUZU TRUCKS



Wanted. Any year clean or rusty we are very good buyers. (T). 07775 998628 (JW)

ISUZU AND BRAVA PICK UPS



Wanted. Diesel 2.5 or 2.8 or 3.1 top prices paid. Any condition, Email dbkiddle@hotmail.co.uk. 07775 998626

LANDROVER

Wanted. Early 90 or 110 to use on farm. Hants. 01730 827444

LANDROVER

£500, Wanted. Series 1, 2, 3 or Defenders. Any condition any area. Prompt payment and same day collection. Norfolk. 07775 203208 (SN)

MAZDA VANS



Wanted. And Mazda trucks any condition petrol or diesel we buy. London. 07775 998626

MITSUBISHI TRUCKS



Wanted. And vans any make year condition we collect same day. 07775 998628

TOYOTA LAND CRUISERS



Wanted. And Colorado 4x4s we pay cash and come to your door. (T). London. 07775 998628

TOYOTA VANS POWER



Wanted. Light ace, Hiace petrol or diesel we pay best. (T). London. 07775 998628

WILLYS JEEP OR FRENCH COPY



Wanted. Any condition considered, reasonable price paid, cash on collection. Devon. 01548 521278 (SN)

LITERATURE & INFORMATION

LAND ROVER

1957, £30. Hard back edition. First overland by Tim Slessor, the companion book club price was 5'3. Suffolk. 01284 764286 (SN)

MISCELLANEOUS

110CC QUAD BIKE

£130. Excellent runner, ignition switch replaced and 1 back wheel strengthened due to hairlining, minimal plastic damage (broken clips etc) new chain fitted not long ago, automatic transmission with reverse. Bedfordshire. 07950 346264 (SN)

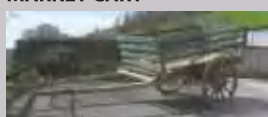
14 FOOT LOW LOADING TRAILER

£600. Twin axle, 71in wide. Made by an engineer on 14in transit wheels and tyres. Complete with winch. Hydraulic brakes. Very well made. Suit moving tractor, car, etc. Norfolk. 07765 345613 (PB)

16FT CARAVAN

£850 ono. 4 berth, private end bedroom, double glazed, insulated, aluminium sheet construction, galvanised chassis, torsion bar suspension, lockable ball hitch, small shower, chemical toilet, ready to go. Made by Burtner Lux. Staffordshire. 01538 266215

2 WHEELED HAYWAIN/ MARKET CART



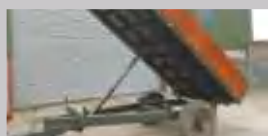
£300 ono. Complete with detachable sides, lades & windlasses. Barn stored requires sundry repairs but everything there. Ideal restoration project. S.devon. 01548 550689

3 TON TIPPER TRAILER



£300. Good tyres. Average condition. Warwickshire. 07913 678762 (PB)

3 TON TIPPING TRAILER



£995. Fully rebuilt with new steel and Keruing hardwood timber. Three stage ram with dowty coupling. Telford. 07891 492601 (SN)

3 TON TIPPING TRAILER

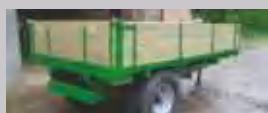


£650. New floor, head and tailboard. North Yorkshire. 01723 859285 (SN)

3 TON TIPPING TRAILER

£POA. In good condition with a set of professionally made high sides fitted. Ideal for wood or Horse Manure. Can deliver at cost. richardscarborough9@hotmail.com (SN)

3.5TON TIPPING



£995. 07752 287109. Somerset (SN)

4 WHEEL TRAILER



£700. Approximately 2.5 ton carry, on Land Rover wheels, brand new winch never used, 4 spare tyres in good condition, new lights and brakes. Lincs. 07833 097188

ABI CARAVAN 400/2

2001, £2,700 ono. Yorkshire Platinum, bone dry, service, bills for new parts, nothing needed, just pay and drive away. Derbyshire. 01332 733614 or 07542 505405

ABI SUPREME

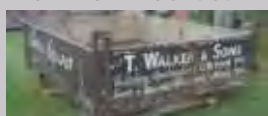
1982, £POA. 2 berth caravan, 11ft, porch, awning, ideal for rallies, gas appliances, good condition. Herts. 01763 208624 or 07866 074838

ADVENTURE PICK-UP CAMPER



1996, £600. Will fit most 1 ton pick-ups. Demountable in under 20 mins. 4 berth, hob, fridge, toilet, mains socket. Slight water damage. Front of Luton body. Must sell, moving house. Northants. 01327 263251 (PB)

ALUMINIUM TRUCK BODY



£400. All aluminium, drop side, tipping body came off Bedford TK 7.5T. Has cubic measure gauge inside. 07768 435024 (SN)

ANTIQUE FUEL TANK



£145 buyer collects. Used behind road rollers. It's got oil box to store on iron wheel 3rd in good condition. Needs painting. 07833 097188 (SN)

BEDFORD CF



1985, £5,000. After 27 wonderful years with us, and me now 71, Betty B's looking for someone younger to keep up the tlc. If you are that person ring me. Hampshire. 01329 843986 or 07742 197188 (RB)

BESPOKE SHEPHERDS HUT



£Offers. Cedar exterior. Fully insulated. Electrical sockets and lights. Towable. Ply braced. Cladded interior. Plasticised tin roof. Hand made modern steps. Pneumatic tyres. All finished to high standard. Sensible offers please. Somerset. 07443 470079 (PB)

BESSACARR E795



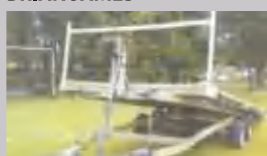
2003, 43,000 miles, £22,500 ovno. Top-of-the-range, immaculate condition motorhome, has its own genny, 6 berth, 2.8 engine, has blinds + fly screens all round. Cumbria. 01768 372933

BOX TRAILER



£750 ono. Alloy body box trailer, 10ft x 5ft with drop down ramp/door, has tilt bed and winch, 3 new tyres, used by me to carry small vintage car, excellent condition. North Yorks. 07968 401316

BRIAN JAMES



£1,650. 14ft beavertail hydraulic tip recovery trailer. Galvanised. Good condition. Ready to use. Brakes reconditioned. With ramps. Norwich. 01603 881672 / 07765 345613 (PB)

BRIDPORT TRAILER



£250. Engine trailer 5ft x 3ft x 27in deep, drop down ramp, full electrics, 3 good tyres, cover, a dream to tow. S.Glos. 0117 932 4866

BRIMEC LOW LOADER



£poa. 40ft roll off body trailer, air brakes, 30ft bed, 8ft wide, small diesel engine for hydraulics, 3 spool hydraulic, two for body, one spare. West Yorkshire. 07985 055250 or 01132 853530

BTC 4 IN LINE 33 FT SINGLE AXLE TRAILER



£POA. Needs refurbishment. Lancs. 01995 606521 (SN)

BTC VINTAGE TRAILER



£700. Chassis in good condition for age complete with original vacuum brake equipment. Aberdeenshire. 07970 616412 (SN)

BUCCANEER



1980's, £3,250 ono. 22ft very good bunks and blinds. Display cabinets cut glass mirrors, in good condition. Will part exchange for vehicle or caravan. Suffolk. 07799 223166 (JP)

BUCCANEER CRUISER 55E 5 BERTH



£1,795. Twin axle central kitchen central. Washroom, toilet, shower. Barn stored. Norfolk. 07788 561850 (SN)

CAR TRAILER



£1,400. (Fountain 2008) Classic Mini size Twin Axle; Payload 1500 kilos fitted toolbox; splash-guards; straps; Bulldog wheel clamp. Lincolnshire. 07941 686624 (SN)

CAR TRAILER/ TRANSPORTER

£600. Four Wheeler with twin Axle 14' Long made by an Engineer-Very Well Made On Transit Wheels and Tyres Just needs a coat of paint-Very Safe and Reliable. 07765 345613 (KP)

CARAVAN



1973, £8,000 ono. Immaculate condition throughout. Cut glass mirrors crystal chandeliers coal fire etc. Kent. 07799 063102 (SN)

CARLIGHT COMMANDER 18/4

1991, £8,750. One previous owner. Stored in garage from new. Immaculate condition. Northamptonshire. 01604 790399 or 07745 839979 (RB)

CATERING TRAILER



£4,350. Multi purpose, 16ft x 7ft. 07970 973131

CATERING UNIT



£4,250. Towability made. Yorkshire. 07970 973131 (PB)

CITROEN ROMAHOME



1989, 98,000 miles, £2,950. MoT March 2016, no advisories, two new batteries, 12 volt TV/ DVD, two bike rack, Fiamma awning, 1.8 XVD diesel, toilet Porta Potti, 12 volt cooler fridge, family motorhome so not needed. Suffolk. 01473 823633

CLASSIC MINI TRANSPORTER



2008, £1,400 ono. Twin axle (1500 kg), minimal use, fully braked, fitted tool/storage box, front splashguards, wheel-clamp, spare wheel, fixing straps etc, all great condition. Lincolnshire. 07941 686624

COACHMAN VIP



£1,800. Twin axle touring caravan. Spacious 4 berth interior. Fully equipped. Central heating. Gas, electric or battery fridge. Bathroom with shower. Shropshire. 01691 718375 (PB)

CONTAINER 12



£750. Feet long can lock up in good condition. Notts. 07976 421725

DODGE COMMERCIAL MOTORHOME

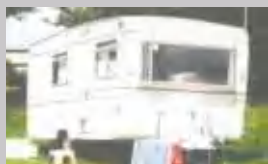


1979, 71,000 miles, £1,850 ono. Good home wanted for my 4 berth camper. Runs and drives OK. It just needs the right person to put back on the road. Some parts. Cumbria. 07932 106066

DOMESTIC OR SMALL HOLDERS TRAILER

£125 ono. Pre-war, restored, not too heavy, inside sizes are 76.5inch long 39inch wide 12inch deep, drop tail gate, two 17inch wheels, over run brakes, dry stored, many uses, would suit trailer enthusiast, a bargain. Kent. 01634 815736

ECCLES SAPPHIRE



1971, £900. (Caravans International), 4 berth. Hob and oven, new fridge, room and water heaters. Roof ok. Ceilings and walls need attention. Classic style, two doors, bay window. Without new appliances £500. Berks. 01628 661985 (PB)

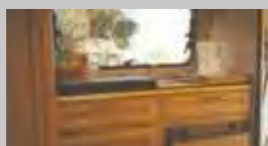
ECONOLINE

£Offers. Diesel motorhome. Owned 20+ years but unused last 9 years so needs work. Open to serious, fair offers as storage lost due to sale of farm. 07866 004385 / 01253 298785 (SN)

ELDDIS WISP 300-2 WANTED

£POA. Rare vintage caravan, will pay £1,000 for good condition or up to £2,000 if mint. Kent. 07531 716738

ELDDIS WISP CD



£2,500 ono. Caravan 10ft, 2 berth. All mod cons with full size awning and all camping accessories. Damaged skylight vent. Ideal for touring. Essex. 01375 371737 (PB)

ELLDIS ELF

£1,100. 2 berth caravan. Very clean. 2 batteries. Digital TV aerial. 2 security devices. Awning used 3 times. Ill health sale. Dorset. 07999 593141 (RB)

EXPERT HDI LWB



2009, 15,233 miles, £22,000. Camper van. Registered 23/10/09. MoT 3 months tax tracker. First class connoption. Full service history. Ideal back up vehicle for shows. Staffs. 01902 850021 (SN)

FARMER'S LIVESTOCK TRAILER

1950, £650. Restored to original condition. Dorset. 07999 593141 (RB)

FARMER'S LIVESTOCK TRAILER



1940's, £650. Restored to original condition. Dorset. 07999 593141 (RB)

FERGUSON 3 TON TIPPING TRAILER



£Offers over £875. With extended slot in sides sound chassis and boarding for restoration. 01652 678417 (SN)

FERGUSON 3 TON TRAILER



£800 ono. Complete with bale extension and ladders in good condition always keep in shed. 01446 772350 (SN)

FLEETWOOD GARLAND 128/2



1993, £500 ono. Fully equipped, hot water system, shower, gas cylinders, stabiliser, new easy move motors fitted, water containers, fridge, oven, gas heater, loose equipment, microwave, twin hot plate, electric oven/grill. Surrey. 07757 786428

FORD TRANSIT CAMPERVAN

1979, £1,950. Mk2, full pop up roof, 2000cc petrol engine, 4 speed box, white, 2 berth, built by CI Autohomes, owned for 2.5 years but never used. Fife. 07951 713313

FRISKY 4 BERTH CAMPERVAN

1987, 38,872 miles, £1,100. Used daily until Jan 2015, SORN since then. No MoT, some welding required to pass MoT (I was advised £300/400 approx). Engine overhauled and converted to unleaded petrol. CD/Radio. Electric hook up. Female owner. All original including fridge with freezer compartment, 2 ring gas hob with grill, sink, portaloo. Double bed sleeps two adults with two hammocks above. Side and rear door access. Spare gas bottle. Plenty of storage. Two tables with changeable positions. 07986 558450 (SN)

GALVANISED TRAILER

£875. 8x4 twin axle with strong ladder rack. As new. Will carry 1 1/2 to 2 ton. Suffolk. 07907 291484 (PB)

HAND CRAFTED SHEPHERDS HUT

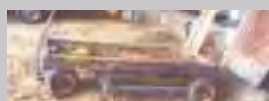


£9,000. Has cedar exterior with a traditional tin roof. Fully insulated with electrical sockets and lights. Interior has cedar ceiling with oak flooring. North Yorkshire. 07793 388805 (SN)

HAY TRAILER 14 X 7

£600 ono. With Hay Lades Back & Front. Low Trailer Ideal for a Small Holding. Devon. 07817 596118

HEAVY DUTY HAND CART

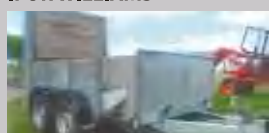


£100 ono. Steel deck, good working order. Steers with turntable. Leicestershire. 01530 249938 / 07976 445694 (RB)

HIGHWAYMAN TRAILER

1969, £950. 26ft single axle with 4ft sides, been used on beet cart, very good trailer for old vintage tractor unit. Cambs. 07780 614280

IFOR WILLIAMS



£1,495. All alloy twin axle 2.7 tonne. 8ft 3in x 5ft 3in trailer. Spring assisted loading ramp. Ball hitch, near new tyres, lights, brakes. All good. Great Yarmouth. 07788 561850 (PB)

IFOR WILLIAMS



2006, £POA. 6ft x 4ft trailer. Solid glav body. New bottom. Very good condition. Very good tyres. Little used. Suffolk. 07884 250326 (PB)

IFOR WILLIAMS



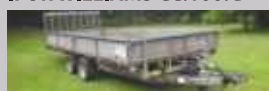
£500. Drop-down back plant trailer. Leics. 07989 817460

IFOR WILLIAMS



£1,250. Four wheel. Drop sides, four wheel braking. Good tyres and spare. V.G.C. Essex. 01206 323334 (SN)

IFOR WILLIAMS CC.166.G



2001, £1,675. Tilt bed 16 foot trailer with sides. Twin axle fully galvanized. Shropshire. 07899 886884 (SN)

IFOR WILLIAMS EUROLIGHT TRAILER MODEL



£900. ELO71-2512 carry 750kg 8ft 8in long 4ft 6in wide. Drop sides, front & rear, complete with spare wheel. Just over a year old, used twice. Cost £1,400 would sell for asking price. East Sussex. 01424 871003 / 07801 844175

IFOR WILLIAMS LOGGING TRAILER



£1,500. Worcestershire. 07977 742014 (SN)

IFOR WILLIAMS TRAILER

£1,700 ono. 16ft beavertail trailer with ramps. Good trailer. Norfolk. 01366 500803 / 07748 702609 (PB)

IFOR WILLIAMS TRAILER

£1,250. 3.5 GVW, suit mini digger, will take a tractor, twin axles, drop down alloy ramps, 10ft deck, side rails, lights, good condition, tows well, reluctant sale. West Midlands. 07808 855076

INDESPENSION PLANT TRAILER

£850 no vat. 8ft x 4ft twin axle, gross wt 2600 kg, serial no 093036, good condition. Hants. 01256 211953

INDESPENSION TRAILER

£1,600 ono. 12 x 6ft 6in flatbed sides, ramps, prop stands, lights, brakes. All work good condition. Lancashire. 07968 862583 (RB)

JUBILEE AMBASSADOR



1991, £750 ono. 4 Benth stored under cover. Not needed anymore. 07811 681316 (SN)

LIVING VAN

£8,000. 10ft x 6ft Living van built in 2009 on a 4 wheel turntable chassis to a very high standard complete with fibreglass roof. Northwich. 07597 037209 (SN)

LT35 MOTOR CARAVAN



1994, 128,000 miles, £5,500. Hob grill and oven, coolbox, chemical toilet, diesel heater, solar charger, 2 x 100 amp batteries, 240v hook-up, 2 skylights, insulated single/double bed, 4 good tyres and 2 new spares. 11 months MoT. 2.4 diesel. FSH. Hampshire. 07582 443836 (RB)

MANUFACTURE TUMBRIL CART

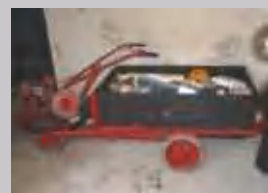


1939, £1,200 ONO. Pneumatic tyres, new flooring, fantastic working condition. Norfolk. 01953 717270 / 07572 226152 (SN)

MASSEY FERGUSON 3 TON TRAILER

£1,100 ono. Wooden sides, excellent condition for age. Hants. 07879 478175

MERRYTILLER TRUCK



£350. Complete and in working order with range of tools for the Rotavator. Sussex. 01323 442842

MORRIS J2 PARALANIAN



1963, 46,535 miles, £20,000. Fully restored and in excellent condition. MoT until July 2016. Featured in this magazine December 2002 p22-23. Derbyshire. 0115 973 4024 (SN)

MULTI PURPOSE TRAILER



£1,250. Graham Edwards, 8ft x 5ft. 07970 973131

NEW FLEMING TIPPING TRAILERS



£POA. 1.5t to 8 ton. Low cost delivery all UK, France & Ireland. View our website <http://www.jjcfm.co.uk/>. 07890 286908 (BM)

PLANT TRAILER



£450 ono. Heavy duty beaver tail. Ramps, winch, spare wheel, new brake linings and cables, new tyres, rewired. Good condition. Leicestershire. 01530 249938 / 07976 445694 (RB)

PRIVATE NUMBER PLATE

£POA. XJ1 2 XXX. On retention, transfer fee paid. Offers invited. 01603 261111 (SN)

RARE 1970S CARAVAN



£800 ono. Classic shape. Outside body length only 9ft 5in. Very clean inside and out. Dry with good awning. Can be towed by even the smallest 1970s classic. Kent. 07531 716738 (PB)

NEXT MONTH

Is a very special issue...



REVEALED: THE BEST 4X4S ON THE MARKET

Next month is our very special **4x4 Of The Year 2016** group test to decide the best of the best. We have tested 30 vehicles from 18 different manufacturers to decide the best SUV, the best off-roader, the best prestige and the overall 4x4 champion. It's one issue not to be missed!

Plus we drive the new Nissan Navara, complete the Antarctica expedition, report from Mudmaster and have all the regular features; Club News, Marketplace, Oddballs

Contents subject to alteration



All this and more in the WINTER issue of 4x4 Magazine on sale Friday 11th December

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Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent, TN16 3AG

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13 issues of 4x4 are published per annum

UK annual subscription price: £57.20

Europe annual subscription price: £70.99

USA annual subscription price: £70.99

Rest of World annual subscription price: £77.99

UK subscription and back issue orderline: 0845 241 5159

Overseas subscription orderline: 0044 (0) 1959 543747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

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4th Floor

142 Central Street

London

EC1V 8AR

Fax: 020 7216 8557

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London,

EC1A 9PT

www.seymour.co.uk

Tel: 020 7429 4000

PRINTING

William Gibbons, Willenhall, West Midlands

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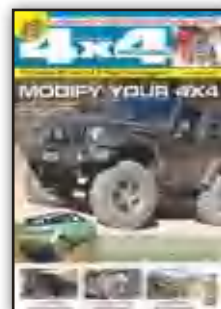
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SEPTEMBER 2015



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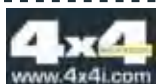
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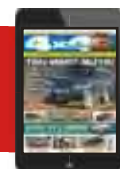
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Rumble in the Jumble

If you've got an old Land Rover it probably needs fixing. Never mind, just about any component you could possibly need to repair it can be found at the annual Newbury 4x4 fest

Anyone with a mind to building an old Land Rover from scratch could do no better than visit the annual Newbury 4x4 autojumble. Jumble is a good way of describing it, particularly since it had a bigger than ever attendance this year with dealers and enthusiasts offering bits of Land Rover for sale at a bewildering mass of stalls stretching even further towards the outer limits of the Newbury Showgrounds. Big isn't always beautiful, some of us felt there was just so much on offer that it became almost impossible to settle on which piece to buy - even if you'd found the exact replacement part for your Land Rover on one stall, you'd feel tempted to look elsewhere in case you'd find one in better condition or at a better price, and when nothing better turned up you'd have forgotten where you saw the first one. It also pays to get in early - this year more than ever we got the impression that serious second-hand dealers had got in first and scarpered with all the good stuff.

There was still a lot for anyone working on a restoration to walk away with, from differentials, axles and driveshafts to whole engines, with vintage electrical components, levers, switches and body panels, original and new pattern parts, vying for attention among traders selling magnificent arrays of tools and



A rust-bucket, or a DIY goldmine?

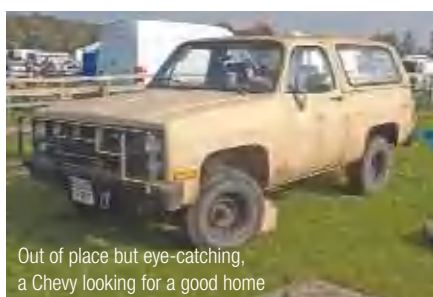
workshop equipment. It's an occasion that a serious enthusiast could easily spend an entire day browsing around, and fortunately there's also a good selection of catering outlets - including Chinese takeaway - to provide midday refreshment.

The event is mainly about Land Rovers, so I didn't expect to find anything to fit my Jeep, but it proved a remarkably nostalgic journey through the history of the great British off-road marque, and a reminder that although the hundreds of bits and pieces scattered around represented hundreds of scrapped vehicles, the reason they were all piled up at Newbury is because they could well serve to keep alive the many thousands of veteran Land Rovers still at work and play around the country. The event is a restorer's dream, highlighted by one more or less complete vehicle on offer, a car that most people would shrug off as a complete rustbucket, but nevertheless drawing a lot of attention from browsers; a closer look suggested that it wasn't quite as rotten as the dodgy paintwork made it appear. There was also an interesting scattering of the new among the old; one outfit was selling newly fabricated rear quarter-chassis sections ready to weld on to presumably repairable front sections of chassis, while an Eastern European group were hawking new pattern-car part doors for old Land Rovers.

Just to show that it wasn't all just junk, in

among the scattered piles of old gearboxes, wheels and part-worn tyres stood a pristine, beautifully restored Series I pick-up, presumably too expensive a purchase for the many admirers who paused to view it on the way by with their trolley-load of cylinder-heads and universal joints. Just a little further on someone was asking what seemed like a reasonable £14,000 for a well-prepared military-look Defender with winch, fitted for radio and complete with gun rack, presumably for anyone planning to start a private army, while another blast from the past was the sight of a six-wheel Range Rover, still working as a load lugger with a huge trailer attached.

A rare departure from the Land Rover baseline did catch my attention, though, a faded yellow pick-up devoid of badging apart from the distinctive Chevrolet 'bowtie', painted over and partly hidden on the grille behind the bull bar; I'd guess a K10 pick-up from the 1980s, the wheels shod with Cooper Discoverer STs suggesting that it had been used off-road. Not the world's most charismatic truck, but presumably as rock-hard as any other Chevrolet, and I'd certainly have made an offer for it if I thought I had enough money to restore it to original condition. On second thoughts, a clapped out old Land Rover would be a better bet, because at least I know where I could get the bits I'd need to repair it. **Bob**



Out of place but eye-catching, a Chevy looking for a good home



Definitely not junk, an inspiration for would-be restorers

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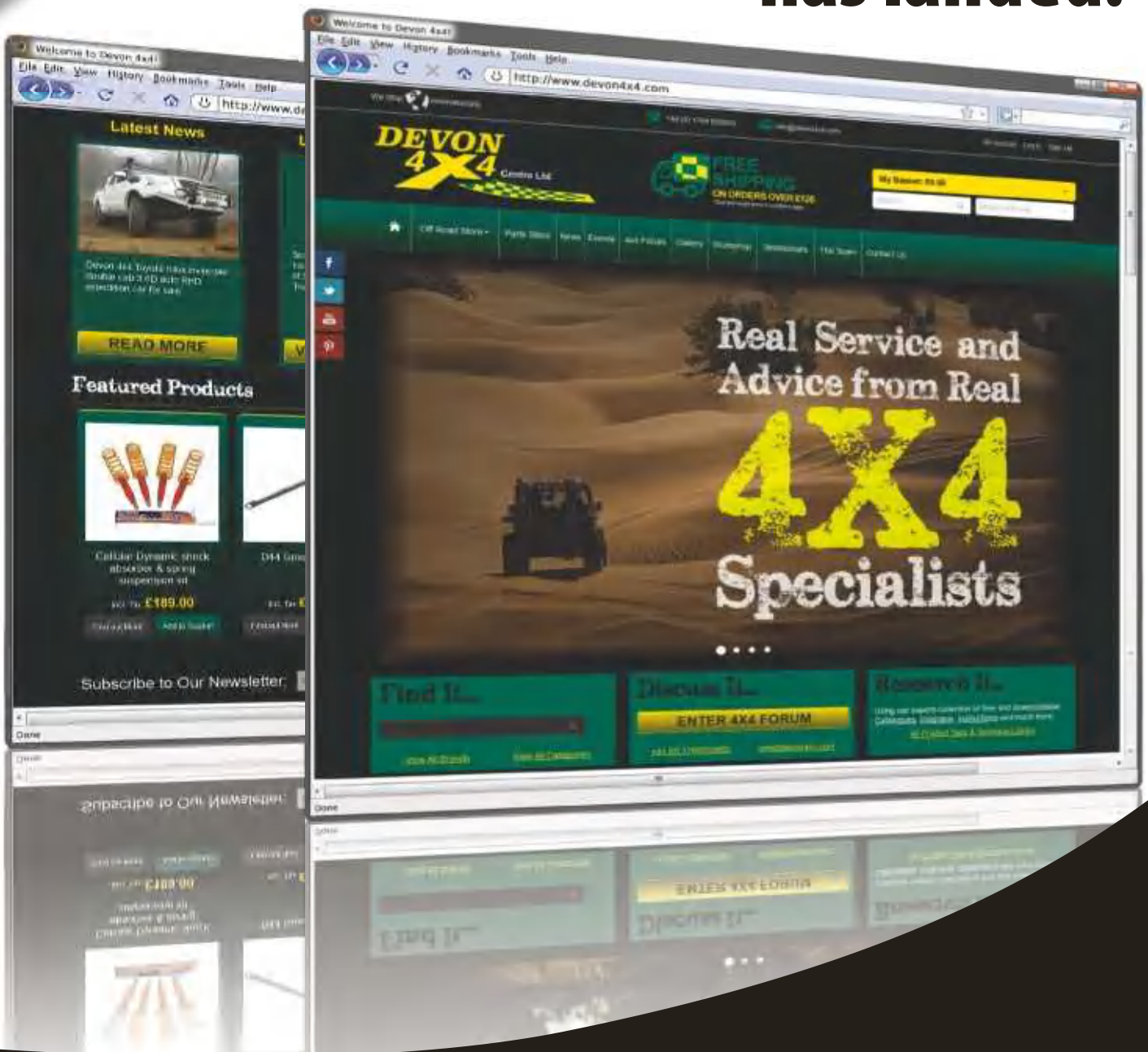
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